

THE Hongkong Weekly Press

AND

China Overland Trade Report.

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BIRTH.

At H.B.M. Legation, Seoul, on the 5th August, 1898, the wife of J. N. JORDAN, C.M.G., of a son.

DEATHS.

At the General Hospital, Shanghai, on the 11th August, 1898, ROSA, the beloved wife of Captain MERTENS of the steamer *Touan*, aged 26 years.

At Shanghai, on the 12th August, VIRGINIA LOPEZ, the dearly beloved wife of UBALDO CARION, aged 23 years.

At the residence of St. Joseph, Yang-king-pang, on Sunday, the 14th August, at 6.15 p.m., His Lordship Monseigneur GARNIER, S.J., Bishop of Tropolis, and Vicar-Apostolic of Kiangnan.

At the Shanghai General Hospital, on the 14th August, 1898, W. S. ROBB, late 2nd officer of the steamer *Poochi*, aged 35 years.

At the Shanghai General Hospital, on Monday, the 15th August, 1898, THOMAS WILLIAMS BACON CHISHOLM, aged 27 years.

At Bonham Island, on the 16th August, 1898, at 6 a.m., NORMAN A. LAMONT, aged 22 years, youngest son of the late Captain Angus LAMONT, and Ann BARRET (of London.)

At Shanghai, on the 20th August, 1898, DOUGLAS BAXTER, eldest child of John and Helen CHRISTIE, aged 22 months.

On the 20th August, at 3 p.m. at No. 8, Pedder's Hill, MADALINE, the dearly beloved wife of Mr. E. J. ELLIS, after a painful illness, aged 35 years. Deeply regretted by her sorrowing husband and family.

On the 20th August, at Westgate-on-sea, KENT, the infant daughter of HERBERT GEORGE and MAUD MARION DOWLER.

ARRIVALS OF MAILS.

The Canadian mail of the 1st August arrived, per C. P. steamer *Empress of India*, on the 23rd August (22 days); the German mail of the 25th July arrived, per N. D. L. steamer *Preussen*, on the 22nd August (28 days); and the American mail of the 26th July arrived, per O. & O. steamer *Gaelic*, on the 25th August (30 days).

EPITOME OF THE WEEK.

Dr. Stuebel, the German Consul-General at Shanghai, is going on leave shortly, his place being taken by Dr. Knappe, who is at present Consul at Canton.—*China Gazette*.

The *N. C. Daily News* of the 22nd August says:—Mr. P. T. Somerville Large, a retired Indian Engineer, arrived by the *Empress of India* to inspect and report on the proposed Shanghai-Nanking Railway. He leaves for the interior on Wednesday, accompanied by Pan Taotai, a Director of the proposed line.

It will be remembered that a number of Chinese troops lately attacked a Catholic church at Paoting-fu, burning the building to the ground and wounding a French priest. This matter has been settled by the payment of Tls. 480 as compensation and the rebuilding of the destroyed church, services being held in the meantime in a Taotai's Yamen!—*China Gazette*.

According to a Reuter's telegram the *Novoe Vremya* and *Novosti* have adopted a friendly tone towards Great Britain. The latter urges the removal of the discussion of the China question from the heated atmosphere of Peking to London or St. Petersburg with a view of arriving at an agreement inspired by mutual concession. It is understood that M. de Staal is returning unexpectedly to London.

Captain Thulmann, who is accused of murdering the comprador of the *Dosing* and was kept in the British Consular Gaol at Canton, has been sent to Shanghai in the *Fushun* for safety, as the Cantonese threatened to take him out of prison and kill him. He will be sent back to Canton in October to be tried. The *Fushun* arrived at Shanghai on the 11th August, ten days out from Hongkong.—*Union*.

It is reported from Newchwang that the Russians have bought a considerable tract of land near the river's edge at a place called Ninchiatun, a short distance from the foreign settlement, for the purpose of building wharves and godowns. Orders are said to have been sent to the Russian agent at Newchwang to push on the work at all costs so that it may be finished by the next opening of the river.—*N. C. Daily News*.

Yu Lu, the new member of the Grand Council, recently presented a memorial to the Throne, suggesting that the Viceroy of Provinces should be ordered to advance money for the purchase of war vessels. The Emperor having sanctioned the suggestion, Imperial orders have been issued to the North and South Superintendents of Trade to advance £50,000 annually for a term of ten years. The other Viceroy has also been ordered to subscribe, and Liu Kung-yih has in consequence notified the Imperial Maritime Customs to forward the requisite amount.—*China Gazette*.

An Imperial Edict of the 9th instant approves of the recommendation of the Grand Secretary Sun Chia-nai, Imperial High Commissioner of the new Peking University, to appoint Dr. W. A. P. Martin chief of the Foreign staff of Professors of the University and, as a further recognition of the Doctor's educational efforts as President of the Tungwen college at Peking, to present him with the brevet button of the 2nd rank. This entitles Dr. Martin to be addressed as *Ta-jen* by the Chinese. Apropos of the above title of Imperial High Commissioner of the Peking University, the powers conferred upon the holder of it are equal to those of a Minister of Education in Western countries.—*N. C. Daily News*.

The *Japan Mail* says that it is not surprising that Japan finds it very difficult to get officers for her army as well as her navy, considering that the monthly pay of a Major in the army is only 27 yen (£2 14s.), of which he has to pay nearly half for the keep of his horse, his net pay, out of which he has to provide himself with a uniform, being exactly the pay now demanded by an able-bodied coolie for pulling a jinricksha.

At Yokohama on the 12th August E. Leopold was brought up at the British Court and charged on the prosecution of Mr. Emil Wismer (head of the firm of Messrs. H. Ahrens & Co., Nach.) with obtaining by fraud a sum of 141,157 yen 83 sen from the Hongkong and Shanghai Bank, it being alleged that he had shipped at various dates from December 31st, 1897, to April 7th, 1898, various packages of furs for London per N.D.L. steamer *Hohenzollern*, knowing that the statement was false, he having unlawfully obtained the signature of Messrs. H. Ahrens & Co. to bills of lading and policies of insurance. The prisoner was formerly in the employ of Messrs. H. Ahrens & Co. The case was at date of last advices under remand.

The statement that has gained some currency that the question of the liability for the collision between the *Jean Bart* and the *Helen Brewer* was to be arbitrated on by Sir Nicholas Hannen is quite incorrect. It was proposed at one time by Mr. Goodnow, the U.S. Consul-General, who is looking after the interests of the *Helen Brewer*, that the question should be arbitrated on by the Count de Bezaure, himself, and a third arbitrator to be selected by them, preferably Sir Nicholas Hannen or Mr. Byron Brennan, the British Consul-General. But this was not agreed to, and all the available evidence was taken by the Commission at Shanghai, to be adjudicated on by the French Admiralty or, if necessary, the Court of Claims at Paris. Meanwhile the captain of the *Jean Bart* has been instructed by the French Admiralty to sue the *Helen Brewer* in the U.S. Consular Court, and is only awaiting the formal authorisation of his Admiral before commencing proceedings.—*N. C. Daily News*.

Reports from Manila show that all is quiet in the city and that business has been actively resumed. There is some friction between the American authorities and Aguinaldo, the insurgent chief, the latter advancing claims which the Americans do not appear disposed to concede. Meantime all insurgents entering the city are disarmed. The chief point of interest at the moment, however, turns on the decision likely to be arrived at by the United States Government as to the future disposition of the islands. A Reuter's telegram of the 18th August states that the semi-official journal *St. Petersburg* dwells on the difficulties the Americans will experience in introducing autonomy in the Philippines and advocates its gradual introduction under the strict but benevolent control of Europe. The opinion in the United States in favour of retaining the Philippines is gaining strength. Another telegram of the 23rd reads as follows:—There are indications that President McKinley is in favour of the retention of the island of Luzon only; but nothing definite is as yet settled. Twelve hundred more troops left San Francisco on Monday for Manila, but a fast steamer was afterwards dispatched to recall them.

A MONETARY CRISIS AND THE CURRENCY QUESTION.

(Daily Press, 25th August.)

At the recent meeting of the Bank of Bombay the Chairman referred to the late financial crisis in India and the question of exchange. Such scarcity of money had been experienced in the open market, he said, as to lead to as much as 18 per cent. being paid on the security of gold and 24 per cent. on silver, and influential native firms had failed on account of their inability to obtain cash on the ample securities they possessed. In an earlier part of his speech the Chairman suggested that a stable currency, besides securing steadiness of exchange, would impart confidence and induce capital to flow into India from Europe for investment in safe securities at say five or six per cent. In Hongkong money has for some time past been exceedingly tight and there are indications that it is likely to become still more so. The Banks are more stringent than usual in making advances and in some cases higher interest is demanded, and mortgagees also are giving notice to their mortgagors that the rate will be raised upon the renewal of mortgages. We are evidently entering upon a period of dear money, and the indications are that it is not likely to be of short duration. An advance to the extreme rates recently current in India is of course highly improbable, but a comparatively small advance exercises a marked influence on trade. The stock market is perhaps the most sensitive in responding to the fluctuations of the money market, and business in that department has for some time past been almost a dead letter; but from Messrs. WM. G. HALE & Co.'s circular we learn that the monetary stringency in Hongkong is also making its influence felt in the rice market at Saigon.

The recent unfortunate contraction in the bank note circulation, temporary though it be, has probably had its effect in hastening the impending crisis, but the fundamental cause seems to be that the business of the Far East, including the many industrial concerns recently floated, has outgrown the resources of local capital, and that outside capital is deterred from flowing in this direction by the grave risk involved in the uncertainty of exchange. When Japan adopted the gold standard it was anticipated that her industrial enterprises would be severely handicapped in competition with those of China on account of the advantage cheap silver is supposed to confer on the latter, but on the other hand the principal reason advanced in favour of the adoption of the gold standard in Japan was that it would facilitate access to the money markets of Europe and induce an influx of capital into the country. There has hardly been time as yet for the effect of the change to make itself felt in the last named direction, and meanwhile the cotton mills are undoubtedly experiencing hard times, but in the long run it will be found that business in Japan, with the advantage of a stable currency, rests on a sounder basis than in China, where the fluctuations of exchange deter outside capital from investment and expose us to rapidly recurring financial crises. It may seem anomalous to speak of capital being deterred from investment in China at a time when many companies with large capitals are being formed in Europe for the exploitation of the country's resources; but these companies have their capital in gold and whatever else they may invest in we may be certain that it will not be in silver with its attendant risk

of loss by depreciation. The capital raised in Europe for investment in railways or mines in the Middle Kingdom will afford no relief to the ordinary trading community, and with magnificent opportunities the merchant may find himself unable to avail of them owing to the absence of financial facilities.

The course of events is steadily tending in the direction of the adoption of a gold standard throughout the Far East and the sooner the change is made in Hongkong the more profitable will it be for the colony. If we could have bimetallism we would have the most convenient and scientific form of currency, but bimetallism being now out of the question and our choice confined between silver and gold there ought to be no hesitation in deciding in favour of the latter. Even if we had a sufficient influx of silver to meet the requirements of the colony's expanding trade, the choice should still be in favour of gold for although trade on a silver basis may yield apparently large profits, men cannot grow richer by increasing the nominal amount and lowering the real value of the money in which they do their business, as Lord FARRER tersely put it in a letter to the *Times* the other day. This is exemplified in the case of the Hongkong and Shanghai Bank, which, as shown in a recent article, after a series of phenomenally prosperous years is really worse off to the tune of a million sterling than it was seven years ago.

RUSSIAN ACTIVITY AT NEW-CHWANG.

(Daily Press, 20th August.)

A curious report has been in circulation during the last two days to the effect that Russia had occupied Newchwang. The rumour probably had its origin in the fact that considerable quantities of land have recently been purchased at Newchwang on Russian account. The circumstance is mentioned in the Shanghai papers received yesterday and no doubt information concerning it had previously been received in certain quarters by telegraph. Some casual reference to these purchases has doubtless given rise to the extraordinary rumour mentioned above. According to the *China Gazette*, indeed, the acquisition has been effected without the formality of purchase. The statement is made by our contemporary in the following terms:—"News comes from Newchwang that the Russians, with their usual foresight, have been acquiring large tracts of land in the vicinity to make capital out of the proposed British railway enterprise in that region, as it seems that land on the proposed route of the Russian railway has been purchased by the British, who have demanded exorbitant prices for the same. The Russians, by way of checkmating their rivals, have commenced building in the north of Newchwang without the necessary formality of purchasing or leasing the land from the owners, practically grabbing the lots they required, arguing that once they had built on the land the owners could not help themselves and would be amenable to any terms offered by the Russians. By these means they would hold the whip hand over the railway in Eastern China, which is to run from Petuna to Port Arthur via Kirin, Moukden, and Haicheng, with a branch from Port Arthur to Newchwang. A very pretty scheme if it can be made to work out as the Russians desire." This is unpleasant enough certainly, but it is a very different thing from a

military occupation. Meantime the Belgian contract for the construction of the Lu-Han Railway has received the Imperial sanction, which was given on the 12th instant, and the statement is made that the Russian gauge has been decided upon as the standard for all China's future railways. The latter circumstance in itself is perhaps not one to which much exception could be taken, but it is one link in a chain which shows how strongly Russia is laying the foundation for the control which she hopes in the future to be able to exercise over China. At the same time it is reported that she still aims at securing command of the Customs service when Sir ROBERT HART retires, it being alleged that she holds some written promise given by LI HUNG-CHANG which entitles her to claim the reversion of the office of Inspector-General for a Russian nominee, this promise being anterior in date to the undertaking which China recently gave to Great Britain on the subject. Reuter informed us the other day that the relations between Great Britain and Russia in China were strained, and the facts that the *Powerful* is not to be allowed to leave these waters to attend the festivities at Batavia in connection with the coronation of the Queen of Holland, that the paying off of the *Barfleur* has been postponed, and that the *Blenheim*, instead of at once returning to England with the *Barfleur's* crew, is to be retained as an additional ship on the station, indicate that the situation is regarded as critical. We have of late become so accustomed to crises that we are, perhaps, too readily disposed to think that each one as it occurs will blow over as previous ones have done, but we seem to be drifting to the point where we must either fight Russia or consent to recognise spheres of influence. If Great Britain would consent to recognise Russian influence as paramount in Manchuria Russia on her part would probably be found willing to recognise our influence in the Yangtze Valley and the South. If on the other hand we try to balk Russia in Manchuria we must expect the steady and consistent opposition of Russia to British influence and enterprise wherever she has the opportunity of making such opposition felt. According to the news brought by yesterday's mail she seems to be now following in Persia a similar line of policy to that which has caused so much irritation of late in China. People talk glibly of war as the best solution of the question, and no doubt if it came to a war Russia's fleets would be swept from the seas, but the net result that would be secured would only be delay. New fleets would be built and in the meantime she would steadily creep onward by land, where we cannot reach her.

GREAT BRITAIN AND RUSSIA IN CHINA.

(Daily Press, 22nd August.)

The adoption of a friendly tone towards Great Britain by the Russian press, and the suggestion that the discussion of the China question should be removed from the heated atmosphere of Peking to London or St. Petersburg with a view of arriving at an agreement inspired by mutual concessions, may be taken as reflecting more or less accurately the attitude of the Russian Government. Nothing could be further from Russia's desire than an armed conflict with Great Britain, provided she can get what she wants by peaceful means. As to mutual concessions, when it comes to the point it will probably be found that

Russia has made up her demands on the same basis as Oriental traders, who ask in the first place three times the legitimate price of an article in order to be in a position to make sham abatements. Also she may be disposed to proffer "assurances" in the hope of being able to palm them off as possessing real value, whereas they may probably possess no more binding force in the mind of the party making them than the assurances with regard to Port Arthur. Nevertheless we are constrained to recognise that Russia has substantial claims to be heard in the settlement of the China question and that her opposition to the creation of anti-Russian interests in Manchuria is *prima facie* as reasonable as would be British opposition to the setting up of anti-British interests in Kwangtung. If, therefore, any working agreement could be arrived at between Great Britain and Russia with respect to their respective interests in China it would be a good thing for both of them and for the world at large. We have had a sufficiently irritating experience of territorial and spheres-of-influence disputes with France in Africa not to wish for a repetition of the same in China with Russia as our antagonist, or Russia and France combined. Recognising the character of Russian diplomatists it would be necessary for the British Foreign Office to be on its guard against being jockeyed in the negotiations, but the advantages that would result from a clear understanding with Russia are such as to make it well worth Great Britain's while to meet her in an amicable spirit with a view to arranging outstanding differences if possible. The suggestion that the discussion should be removed from the heated atmosphere of Peking to London or St. Petersburg is not without merit, inasmuch as it would mean that the negotiations would be conducted, on the side of Russia at all events, with a fuller sense of responsibility.—Mr. PAVLOFF, at Peking, being regarded as an agent whose acts may be confirmed or disallowed according to the turn of events—and they would also be free from the friction and misunderstanding caused by the distorted reports of the hangers-on of the yamens and the comments of indiscreet newspaper correspondents.

THE EMPEROR'S VISIT TO TIENTSIN.

(Daily Press, 23rd August.)

The projected visit of the Emperor KWANG SU to Tientsin will be a red letter day in the life of that caged puppet sovereign. His Imperial Majesty, who is said to have the appearance of a mere youth, is now in the twenty-seventh year of his age and though he has nominally reigned for twenty-three years he is still treated like a child and held in such close leading strings that he is not even allowed to travel as far as Tientsin without the protecting care (or surveillance) of the EMPRESS DOWAGER. It will be recollected by some of our readers that the Emperor TUNG CHI, then a lad of eighteen, got tired of the four walls of the Palace at Peking and the gilded fetters which bound him there, and so far revolted from tutelage in 1875 as to escape from the capital and visit Tientsin incognito. He was, of course, speedily recaptured and conveyed back to his imperial prison, where he shortly afterwards died—it was given out—from smallpox contracted at Tientsin. With the sad fate of his youthful predecessor before him, the Emperor KWANG SU has never ventured to break bounds, though he has, we believe, frequently

expressed a great desire to see something of the outside world, a most wholesome longing which would have been easily attainable in any other country, however hagridden or conservative. His Majesty's wishes have apparently at last been so far met that a journey to and sojourn in Tientsin by the Imperial Court has been decided upon. Much state is evidently to be observed, however, and the young monarch oppressed by the burden of the Dragon Crown will have no chance of any freedom of movement. Indeed the ceremony to be observed will hardly be less formal than that ordinarily prevailing at Peking. A new palace is to be erected by the Viceroy, as there is no building in the port suitable in His Excellency's opinion for the occupation of the Son of Heaven. This decision, which means the expenditure of a sum running into upwards of a million taels, seems to have been taken owing to the imperious demands of the Empress Dowager. The poor young EMPEROR is the last person in the world to crave the pomp and pageantry which have been made inseparable from his position. He is hedged about with ceremonial so that his subjects cannot get his ear; he is entirely out of touch with them and with the times; the master of almost uncounted millions of people, he is the veriest slave to forms and precedents. Probably there is not a single individual in his wide and well populated dominion who is less to be envied than the Emperor of China. His people may revolt or they may quit the Empire for a freer soil; he is tied by unbreakable bonds to the narrow limits of his court and harem, where, if he has any spirit left to him, he must be weary unto death of the atmosphere of intrigue in which he has to exist. Perhaps the best thing that could happen to him would be a split up of his Empire; in the ruins he might possibly find freedom and the means of really living and reigning over some fragment of remaining territory. The only other chance of release for him from his present bondage is the appearance of some official strong enough to promote and carry out a revolution in the system of government. But the chances of that seem remote indeed in China, where the sole ambition appears to be the piling up of money.

INDIANS IN JAPAN AND THE NEW TREATY.

(Daily Press, 24th August.)

The correspondence with the Foreign Office, initiated by Mr. R. D. TATA, on the position of Indian subjects of Her Majesty in Japan on the coming into force of the new treaty is of importance not only to Mr. TATA's fellow-countrymen, but also to British subjects in general. So far as natives of India are concerned, they will be placed at a distinct disadvantage as regards trade with their own country, for India, for some unexplained reason, has not deemed it expedient to adhere to the new treaty. Trade from India will therefore not enjoy the advantages of the most favoured nation clause and will have to pay duty on the highest scale. India's decision in this matter is singular, for she gains nothing by standing aloof and will probably lose much. The non-adherence of colonies that imagined they had reason to fear a large and unwelcome influx of Japanese labourers is comprehensible, but that reason cannot have weighed with India. In their personal status Indians will presumably receive the same treatment as other foreigners, for the Japanese civil code provides that foreigners shall enjoy all the civil rights enjoyed by Japanese subjects, no

distinction apparently being made between the subjects of treaty states and non-treaty states. The only disability, but a very serious one, attaching to non-adherence to the treaty seems to be that imports from the non-adhering colonies will be subjected to a higher tariff than imports from treaty states and that they will not enjoy the advantages of the navigation clauses.

The reply of the Foreign Office to Mr. TATA's question touches, however, a question of more general interest than the status of Her Majesty's Indian subjects in Japan. "The Japanese civil code, as at present worded," says the Foreign Office, "provides that foreigners shall enjoy all the civil rights enjoyed by Japanese subjects except such as are expressly denied to them by legislation, as for instance the right to hold land in fee simple, and that of owning and publishing newspapers." We would commend this paragraph to the attention of our contemporaries in Japan with the suggestion that they should seek an official declaration of its meaning. The question of the position foreign newspapers in Japan will occupy when the new treaty comes into force has already excited much attention and been made the subject of official representations. It has been suggested that the prohibition of foreigners owning or publishing newspapers applies only to the existing state of affairs, being intended to prevent foreigners publishing newspapers in the vernacular which would by virtue of their foreign ownership and the operation of the law of extraterritoriality be exempted from the press laws of Japan, and that the prohibition would be abrogated when extraterritoriality was abolished and foreigners became subject to Japanese jurisdiction. It would appear, however, that no specific assurance to that effect has been given, or reference would have been made to it in the reply of the Foreign Office to Mr. TATA. If that be so, the foreign communities of Japan are in some danger of losing the advantages of a free newspaper press. It is said that there are many other countries where foreigners are not allowed to publish newspapers, but it is one thing never to have enjoyed a privilege and another to have an existing privilege taken away. Also in European countries the vernacular press is an open book to the majority of the foreign residents, who must necessarily acquire more or less knowledge of the language of the country in which they reside, whereas in Japan, owing to the dissimilarity of the language, the number of foreigners who can read the native newspapers is extremely small. A further point of difference is that in European countries the natives of other European states can receive the journals of their own country in some cases within a few hours of the time of publication and at the longest within two or three days, whereas Japan is more than a month's journey from Europe. Under these circumstances the loss of local journals published in a European language would be severely felt by the European residents in Japan.

The Singapore Free Press of the 15th August says:—A serious accident occurred to Mr. H. B. Pike of the Hongkong Bank last evening. He was riding along the sea-front, near Raffles Hotel, when his horse, a big chestnut, got restive and suddenly bolted. Mr. Pike lost his stirrups and was badly thrown, just opposite the hotel. He was picked up by a passing gentleman and carried into Mr. Abrams', where he yet is. Dr. von Tunzelmann was called in and found his head badly cut; there being a nasty scalp wound, and, we regret to say, symptoms of injury to the spine, which may prove serious.

THE YELLOW RIVER.

(Daily Press, 24th August.)

That olden source of trouble to China, the Yellow River, so well named "China's sorrow," is again giving cause for anxiety. According to a Tsining (Shantung) correspondent of a northern contemporary the region north of the Anshan Mountains has been inundated for hundreds of li by the Yellow River. The inundation, as is commonly the case, was caused by breaches in the river's banks. The result is most lamentable. The damage is so widespread that several hundred thousand persons have been plunged into the deepest distress and many into absolute penury, which the local authorities are unable to alleviate owing to want of funds, a chronic condition of things in the provinces, where the great game of squeeze absorbs all the resources as it does the officials. Now that Germany has acquired territorial rights in Shantung, with other concessions, perhaps the German Government may encourage German or Dutch engineers to prescribe a remedy for the annual scourge of the Hoangho. The system of embankment as carried on by the Chinese is a distinct failure, as the river is perpetually bursting its banks and laying the surrounding country below its level under water. It is difficult to believe the River presents an insoluble problem to European engineers. The tasks undertaken in Egypt by the British Administration there for the benefit of the people have been as difficult comparatively as this great problem. With such a population and such a country to redeem, we think no civilised Government would long hesitate to essay the task of converting "China's Sorrow" into "China's Blessing." The Yellow River could hardly prove to North China what the Red Nile is to Egypt, but it might at any rate be made the source of irrigation of fertile lands and a highway for their produce to the coast.

AFFAIRS IN MANILA.

LOOTING BY THE INSURGENTS PROMPTLY CHECKED.

ALLEGED ATTEMPTED TREACHERY BY AGUINALDO.

INSURGENTS DISARMED ON ENTERING MANILA.

Hongkong, 22nd August.

The U.S. trooper *China* arrived from Manila late on Saturday night with despatches. She left Manila on the 18th and had an uneventful passage across with the best of weather. Early on the morning of the 19th, about eleven hours out from Manila, the *China* sighted two ships supposed to be the *Peru* and the *Puebla* of the fourth expedition.

Manila is gradually assuming a peaceful aspect and on Wednesday the principal shops and offices in the business part of the city were open and transacting their business in the ordinary manner.

Notwithstanding the rumours of the amicable feeling existing between the Spaniards and the Americans after the city had been taken possession of by the latter, there is now a decided tone of contempt and hatred apparent in the bearing of the Spaniards towards their victors.

After the Americans had entered into possession of the City it is stated that several street fights occurred between Spanish and American soldiers, the former being the aggressors, although without the cognisance of the Spanish authorities. Two or three sharp volleys were fired into a party of American soldiers by the Spaniards, who had taken their position in a by-street and retired immediately after firing. Several Americans were killed in these fights.

The insurgents are entering the city in large numbers, but before being allowed to do so they are disarmed by the Americans.

There is a rumour amongst the Americans in Manila that before the advance was made on the city by the U. S. troops Aguinaldo offered to join the Spaniards with the whole of his forces, but that the Spanish General replied that he would have nothing to do with the rebels. It is thought, however, if there is any truth in the rumour, that it was simply a treacherous move on Aguinaldo's part to get into the city before the Americans.

Several attempts at looting were made by the insurgents after Manila had been taken, but they were promptly checked and the offenders punished on the facts being brought to the notice of the authorities.

It is not apparent in the city of Manila that a bombardment has taken place, no damage being noticeable; the firing was confined to the forts outside the city.

When the *China* left provisions were exceedingly scarce in Manila and prices abnormally high.

The health of the American troops remains good, but it is considered—and in fact is already apparent—that with a lengthy occupation the climate and local conditions will have their effects upon the "boys."

PERMISSION TO DOCK IN HONGKONG GRANTED.

Hongkong, 24th August.

After lying in Manila Bay for so long a time the American war-vessels are sadly in need of docking, and Consul-General Wildman applied to H. E. the Acting Governor for permission to dock in Hongkong. The authorities at home were communicated with, and on Monday a telegram stating that as it was presumed war had ceased the permission asked for was granted to both the United States and Spain. Admiral Dewey was at once informed of this, and we may expect to see a couple of the U. S. Fleet in the harbour in the course of a day or so, as we understand that it is purposed to overhaul them two at a time.

All vessels going to Manila have now to procure contra invoices and ship's bills of health at the U. S. Consulate in Hongkong.

OFFICIAL PROCLAMATIONS.

Hongkong, 25th August.

The steamer *Oxus* arrived yesterday from Manila and reports all quiet there, though reports continue to circulate of difficulties between Aguinaldo and the United States authorities resulting from what are deemed the extravagant demands advanced by the insurgent leader.

We give below the proclamations issued by General Merritt and General Jaudenes together with the terms of the capitulation, the latter being translated from the Spanish as we have not had an opportunity of copying or perusing the English version.

GENERAL MERRITT'S PROCLAMATION.

The following is a proclamation issued by General Merritt in Spanish, English, and Tagalo:—

HEADQUARTERS DEPARTMENT OF THE PACIFIC.

August 14th, 1898.

TO THE PEOPLE OF THE PHILIPPINES:

I.—War has existed between the United States and Spain since April 21st of this year. Since that date you have witnessed the destruction, by an American fleet, of the Spanish naval power in these islands, the fall of the principal city, Manila, and its defences, and the surrender of the Spanish Army of occupation to the forces of the United States.

II.—The Commander of the United States forces now in possession has instructions from his Government to assure the people that he has not come to wage war upon them, nor upon any part or faction among them but to protect them in their homes, in their employments and in their personal and religious rights. All persons who, by active aid or honest submission, co-operate with the United States in its efforts to give effect to this beneficent purpose, will receive the reward of its support and protection.

III.—The government established among you by the United States is a government of military occupation; and for the present it is ordered that the municipal laws such as affect private rights of persons and property, regulate local institutions, and provide for the punishment of crime, shall be considered as continuing in force, so far as compatible with the purposes of military government, and that they be administered through the ordinary tribunals substantially as before occupation, but by officials appointed by the government of occupation.

IV.—A Provost Marshal-General will be appointed for the City of Manila and its outlying districts. This territory will be divided into sub-districts and there will be assigned to each a deputy Provost Marshal.

The duties of the Provost Marshal-General and his deputies will be set forth in detail in future orders. In a general way they are charged with the duty of making arrests of military as well as civil offenders, sending such of the former class as are triable by courts martial to their proper commands with statements of their offences and names of witnesses and detaining in custody all other offenders for trial by military commission, provost courts, or native criminal courts, in accordance with law, and the instructions hereafter to be issued.

V.—The port of Manila, and all other ports and places in the Philippines, which may be in the actual possession of our land and naval forces, will be open while our military occupation may continue to the commerce of all neutral nations as well as our own, in articles not contraband of war, and upon payment of the prescribed rates of duty which may be in force at the time of the importation.

VI.—All churches and places devoted to religious worship, and to the arts and sciences, all educational institutions, libraries, scientific collections, museums, are, so far as possible, to be protected; and all destruction or intentional defacement of such places or property, of historical monuments, archives, or works of science and art is prohibited, save when required by urgent military necessity. Severe punishment will be meted out for all violations of this regulation.

The custodians of all property of the character mentioned in this section will make prompt returns thereof to these headquarters stating character and location, and embodying such recommendations as they may think proper for the full protection of the properties under their care and custody, that proper orders may issue enjoining the co-operation of both military and civil authorities in securing such protection.

VII.—The Commanding General in announcing the establishment of military government and in entering upon his duty as Military Governor, in pursuance of his appointment as such by the Government of the United States, desires to assure the people that so long as they preserve the peace and perform their duties towards the representatives of the United States, they will not be disturbed in their persons and property, except in so far as may be found necessary for the good of the service of the United States, and the benefit of the people of the Philippines.

WESLEY MERRITT,

Major-General U. S. Army Commanding.

PROCLAMATION BY GENERAL JAUDENES.

[TRANSLATED FOR THE "DAILY PRESS."]

EJERCITO Y CAPITANIA GENERAL DE FILIPINAS.

Manila, 14th August, 1898.

SOLDIERS, SAILORS, and VOLUNTEERS,—Your unfaltering courage during the long siege and more prolonged blockade of this place entitles you not only to the gratitude of your country, but also to the respect and consideration of the American army, as eloquently witnessed in the honorable capitulation agreed upon yesterday and formulated to-day, of which a copy is annexed.

By this you are conceded, including your banners, all the honours of war; so much for our inevitable permanency in the ungrateful country defended. And liberty and the return of the arms only temporarily deposited being ex-

pressly agreed upon as essential conditions of the aforesaid honours we will be treated as prisoners only as if we were on duty.

I trust that your good sense and prudence will as always maintain the discipline you have hitherto displayed, affording no opportunity either to natives or foreigners to observe neglects that might call for repression.

All this will serve as an alleviation of the misfortune which with you is deplored by your General-in-Chief,

JAUDENES.

THE CAPITULATION.

[TRANSLATED FOR THE "DAILY PRESS."]

Manila, 14th August.

The undersigned, constituting the commission appointed to arrange the details of the capitulation of the city and defences of Manila and its suburbs and the Spanish forces garrisoning the same, in accordance with the preliminary treaty concluded yesterday between Major-General Wesley Merritt, of the United States Army, Commander-in-Chief of the Philippines, and His Excellency Don Fermin Jaudenes, Acting General-in-Chief of the Spanish army in the Philippines, have agreed as follows:—

1.—The Spanish troops, European and native, capitulate, together with the town and its defences, with all the honours of war, depositing their arms in the places designated by the authorities of the United States and remaining barracked in the places designated by and at the orders of their officers subject to inspection by the aforesaid North American authorities until the conclusion of a treaty of peace between the two belligerent states.

All the individuals comprised in the capitulation shall remain at liberty, the officers continuing to occupy their respective domiciles, which shall be respected so long as they observe the rules prescribed by their Government and the existing laws.

2.—The officers shall retain their swords, horses, and private property.

3.—All horses the property of the state and public property of all descriptions shall be delivered to the staff officers of the United States.

4.—Complete returns in duplicate of the troops by corps and detailed lists of the public property and arsenal effects shall be delivered to the United States within ten days from this date.

5.—All questions connected with the repatriation of the officers and soldiers of the Spanish forces and their families and the cost of such repatriation shall be settled by the Government of the United States at Washington.

The families may leave Manila at their convenience.

The restoration of the arms deposited by the Spanish forces shall take place when the city shall be evacuated by them or by the American army.

6.—The officers and soldiers comprised in the capitulation shall be supplied by the United States with rations and necessities, according to their rank, as if they were prisoners of war, until the conclusion of the treaty of peace between the United States and Spain.

All the funds of the Spanish treasury and other public funds are to be surrendered to the authorities of the United States.

7.—This city, its inhabitants, its churches and religious worship, its educational establishments, and its private property of whatever description, shall be placed under the especial safeguard of the faith and honour of the American army.

Signed by the United States and Spanish Commissioners.

THE RETENTION OF THE SPANISH CUSTOMS DUTIES.

DISSATISFACTION IN HONGKONG.

Hongkong, 26th August.

Considerable dissatisfaction is felt in Hongkong and elsewhere in consequence of the retention of the Spanish duties at Manila by the American authorities. A number of local merchants have called upon Consul-General Wildman and asked him to use his influence with General Merritt to modify these duties,

which are excessive and prohibitive. For instance, American kerosine oil sells here at \$1.90 per case, whilst at Manila the duty alone comes to \$2.05 per case. The duty on flour is 70 cents per sack. These duties were put on under Spanish rule with a view to prohibiting foreign importations, and if retained will absolutely prohibit the introduction of any American goods to any great extent into the city, a state of affairs which American merchants are not likely to submit to quietly. The merchants in Hongkong in shipping their goods to Manila since it fell into the hands of the Americans did it with the understanding that the duties would be in accord with the existing American customs law.

Despatches brought by H.M.S. *Iphigenia*, which arrived from Manila yesterday, having left on Sunday, say that some difficulty is being experienced in regard to the turning over of the government of the city to the Americans. Of course it is not to be expected that everything will work smoothly at first, but no doubt after the lapse of another week or so there will be nothing to find fault with. As our readers are aware, General Merritt is acting as Governor, General Greene has charge of the fiscal department, General MacArthur is Provost Marshal, General Andersen is dealing with the insurgents, Colonel Whittier with the customs, and Lieut. Elliot is captain of the port. The retention of the Spanish police officials has given great offence to the insurgents, with whom there is likely to be trouble. They have been forbidden to enter the city armed and have retaliated by forbidding the Americans to cross their lines. They have refused to surrender the waterworks, and Aguinaldo has made several demands, but he is not likely to get all he has asked for. For instance, he has asked that the convents in Manila should be ceded to him as barracks for his troops, that American jurisdiction should cease outside Manila, that the insurgents should retain their arms within prescribed limits, that the Americans should return all arms taken from the insurgents, that the insurgents should retain the waterworks, and that insurgent officers should retain their side-arms when entering Manila. American soldiers are busy preventing insurgents from looting Spanish homes.

General Merritt's proclamation has been well received both by the Spaniards and the foreign residents. It follows the lines set forth in America before General Merritt's departure.

General Jaudenes and other high Spanish officials state that they held out as long as possible. They appreciate the generosity of the terms of surrender, and hope the Americans will not leave them to the mercy of the insurgents. The English residents in Manila are also fearful lest the Americans should withdraw and leave them victims of Spanish spite. The fact is that neither the Spaniards nor the Filipinos are capable of governing the city properly. The Spaniards are powerless to further combat the insurgents, whilst the latter have made it only too apparent that if they got the upper hand in Manila the place would be nothing less than a pandemonium.

The Spanish loss on the occasion of the bombardment was 60 and in the brush which took place on the evening of July 31st five.

The American and Spanish soldiers in Manila appear to get on well together. The Spanish officers are allowed to retain their side-arms, and the soldiers are allowed to go about without restraint.

General Merritt occupies the Governor's Palace.

The British ships saluted the American flag over the city, an example which was not followed by the Germans, French, or Japanese.

The *Monadnock* arrived in the Bay on the afternoon of the 15th, having taken 32 days to come from Honolulu. She experienced rough weather during the latter portion of the voyage. On the way she stopped at Guam. The officers and men were greatly disappointed at missing being present at the capture of the city.

The fourth expedition had not arrived on the 19th, though it was daily expected. General Merritt has, however, sufficient force in the city without it.

[FROM OUR CORRESPONDENT.]

Manila Bay, 11th August.

I am writing these notes before the attack on Manila, but I hope that the same mail will carry the news of the fall of this Spanish capital of the Far East. At this moment we are anxiously waiting for the signal which shall order the army to advance and the ships to move into line of action. The forty-eight hours' notification to the Spanish Captain-General Fermin Jaudenes, and to the Foreign Consuls and men-of-war, expired on Tuesday at 12.30 p.m. By August 9, a demand for surrender and the refusal followed; and then the expected attack was set for Wednesday at noon, but for very good reasons known to those high in authority, the combined movement of army and navy was deferred with the probabilities that it might be ordered at any hour General Merritt and Admiral Dewey should think wise. This is written on Thursday, the 11th, that is, begun then. It may not be completed for some days yet, unless a mail leaves very soon. As I write I am told that it is presumable that the attack on the defences of Manila will be made Saturday, the 13th, or Sunday, the 14th. If the Spaniards should provoke an engagement, it might end in a general battle before Saturday. There are many who, not understanding the true situation or the conditions that influence the Commanders-in-Chief of the American forces, criticise this delay and speak unkindly of these responsible, but the end will in likelihood prove the postponement was for the best and not unwarranted.

It is more natural for men to criticise unfavourably than praise or even endeavour to discover any good in the acts of those who are far better acquainted with what is required. They hear the superficial or first stated reason and draw their conclusions from such hasty information, when if they knew all the facts they would be ashamed of their cursory and precipitate opinion. So it is with this campaign in the Philippines. There are always those who know more about it than anybody else, groups and groups of wiseacres who say what the army should do and should not do, what the navy ought to undertake and what it ought not to undertake. Such men have had a glorious opportunity to grumble over the failure to proceed on Manila the very hour that the 48 hours' notice was up. They complained before because a headlong rush was not made upon the city the day the first expedition arrived, but when, after waiting so long and hearing the actual announcement that an ultimatum had been sent to the Captain-General, they did not witness a battle, their disappointment was profound and the air was heavy with chunks of consummate criticism falling about one like flakes in a late autumn snow storm. Fortunately these "know it all" views are confined to those who do not control the affairs of the fleet or army. The real powers-that-be know what they are about.

I would not give the impression that a spirit of unrest exists here over the delay—that is unwholesome unrest. On the contrary earnestness which is akin to enthusiasm prevails from the highest to the lowest army and navy man. Perhaps it is this intensity of spirit that heeds complaints among those who know no other way to express their feelings. But it is not confined to Manila. Letters from Hongkong, Shanghai, and Yokohama and telegrams from America breathe a strong suggestion of dissatisfaction that Manila has not been forced to surrender or been captured prior to this date, but I beg to submit that such ideas are not based on a true conception of the situation. I have the utmost confidence in Admiral Dewey, General Merritt, and others high in authority. I believe when the history of the Philippine campaign is written it will prove that no serious mistake was made in its conduct by those mentioned and that they had the best of reasons for not proceeding against Manila a day or hour sooner than they will have done when this letter reaches Hongkong.

On Sunday, August 7, Captain General Fermin Jaudenes was officially informed of the Americans' intentions. Saturday General Merritt and Admiral Dewey met and drew up the letter which sealed the fate of Manila. It was a brief, simple, unpretentious, pointed, courteous note. It was a history-making epistle. The future of the Philippines and of

American interests in the Far East materially depended upon it. They told General Jaudenes that they gave him 48 hours' notice from the hour of receipt of the communication in which to remove non-combatants from places of danger and to make such other preparations as he might wish; that after the expiration of said 48 hours they might make an attack on the defences of Manila, or sooner if he made an attack on the American forces. They did not say that they would attack immediately after the expiration of the 48 hours, and they did not say that they would bombard Manila, but that they would "attack the defences" of Manila. In other words they have neither intention nor desire to burn or destroy the city, but they intend to force it to surrender as it will not do so voluntarily, and in so doing they give all foreigners and non-combatants an opportunity to escape danger.

The letter was sent through the Acting American Consul, the British Consul, and reached the Governor-General at 12.30 p.m. on Sunday, August 7. He did not delay in replying. The answer came that afternoon. He acknowledged the receipt of the letter in the same courteous terms that it was sent. He thanked the General and Admiral for their humanity in the matter of non-combatants but regretted that owing to the city being surrounded by the insurgents, he had no safe place in which to locate the women and children.

He said nothing about surrender or resistance but indulged in no language of confidence or boasting. In due time following this a formal demand was made for surrender by General Merritt and Admiral Dewey. To it came a formal reply refusing to comply with the demand. The next step will be the attack unless the Spaniards begin negotiations for capitulation or news comes that peace is declared. Either is possible and even probable, but if they do not materialize inside of the ensuing 48 hours there will be a general land and sea advance on the city that must end in its capture. While we all admire the courage and spirit of the Spaniards in holding out it is plain that, except as far as Madrid is concerned, the best policy would be to capitulate and so save loss of life and property. It is a perfectly plain case of a forlorn hope and not an instance where the defenders are selling their lives as dearly as possible and fighting against savages or conditions where surrender would mean death or extreme hardship. The day the Americans enter Manila the inhabitants will experience the first day of absolute security since the war began. From knowledge of General Merritt's character and plans I am quite sure that even the Spaniards will not speak unfavourably of American administration. He is a great and a good man, firm, vigorous, but honest and generous. Moreover, whatever he does for the betterment of the people and country will be prompted by unselfish motives and a purpose to do honour to his country.

In order that the readers of the *Press* and all interested may understand General Merritt's policy, I will quote from a general order of his just issued under the head of "Headquarters Department of the Pacific and Eighth Army Corps," dated Manila Bay, Philippine Islands, August 9, 1898, and signed by Adjutant General Babcock by command of Major-General Merritt:—

"In view of the extraordinary conditions under which this army is operating the Commanding General desires to acquaint the officers and men composing it with the expectations he entertains as to their conduct.

"You are assembled upon foreign soil situated within the western confines of a vast ocean separating you from your native land. You have come not as despoilers and oppressors, but simply as the instruments of a strong free government whose purposes are beneficent and which has declared itself in this war the champion of those oppressed by Spanish misrule.

"It is therefore the intention of this order to appeal directly to your pride in your position as representatives of a high civilisation, in the hope and with the firm conviction that you will so conduct yourselves in your relations with the inhabitants of these islands as to convince them of the lofty nature of the mission which you come to execute.

"It is not believed that any acts of pillage, rapine, or violence, will be committed by soldiers or others in the employ of the United States, but should there be persons with this command who prove themselves unworthy of this confidence, their acts will be considered not only as crimes against the sufferers but as direct insults to the United States flag, and they will be punished on the spot with the maximum penalties known to military law."

The above is taken verbatim from this important order and needs no comment. It speaks for itself. There is no doubt that it will be enforced. When it was read to the soldiers they cheered with all their might and showed they welcomed its sentiments as well as acquiesced in a wise order. How it stands out in contrast to the orders and proclamations of the Spanish officials. When the natives throughout the land and the Spaniards in Manila read it, they may be surprised at its humane and christian as well as military spirit but they will soon learn that it is not empty language.

I am able now to give a succinct statement of the arrangement of the American troops operating in the Philippines. The forces are organized as the Second Division of the Eighth Army Corps, composed of two brigades with Brigadier-General T. M. Andersen in command of the division. General Merritt, of course, is in command of the entire Corps. The first brigade is commanded by Brigadier General Arthur MacArthur and is composed of the 23rd U. S. Infantry, two battalions; 14th U. S. Infantry, one battalion; 13th Minnesota Volunteer Infantry; 1st North Dakota Volunteer Infantry, two battalions; 1st Idaho Volunteer Infantry, two battalions; 1st Wyoming Volunteer Infantry, one battalion; Astor Battery.

The Second Brigade is commanded by Brigadier General F. V. Greene, and is composed of the 18th U. S. Infantry, two battalions; Battalion, four foot batteries, 3rd U. S. Artillery; Co. "A" Battalion U. S. Engineers; 1st California Volunteer Infantry 1st Colorado Volunteer Infantry; 1st Nebraska Volunteer Infantry; 10th Pennsylvania Volunteer Infantry; Light Battery "A" Utah Volunteer Artillery; Light Battery "B" Utah Volunteer Artillery.

The above two Brigades are at Camp I below Malate and deployed about Manila. At Cavite as a guard and reserve remain the 2nd Oregon Volunteer Infantry, a detachment of California Volunteer Heavy Artillery, and a detachment of the Signal Corps. General Merritt retains his headquarters in the steamer *Newport* and will go directly from it to offices in Manila. When the attack by land in Manila is made by order of General Merritt, the division will be in command of General Andersen and the two brigades under Generals MacArthur and Greene respectively. The latter will advance along the beach, or with his left flank on the beach, while General MacArthur will make his forward movement to the right and further inland and around the city. Fully 10,000 men are included in the two brigades.

It is most interesting to note the movements of the foreign men-of-war since Admiral Dewey gave them notice of his intended attack on the city. Lieutenant Brumby, the Admiral's Flag Lieutenant, visited the chief officers of the different foreign squadrons and in informing them of the Admiral's plans requested that they would move from their present anchorage so that his ships could have a free course along the front of the city and they would be beyond danger. They all politely thanked the Admiral and agreed to do as he requested. Even the German Admiral expressed a special desire to comply with the Admiral's wish and asked if there was any place in particular where he should go. The French Admiral thanked Admiral Dewey for his great courtesy shown all through the blockade, while Captain Chichester said that he would get out of the way of the American fleet, as did the Japanese Captain. These remarks were all formalities, but given in a kindly spirit. On Tuesday morning, August 11, the German squadron was the first to move. It steamed straight out into the Bay about four miles and sent the German refugee ships to the Marivales. The Germans were followed by the two French men-of-war. In contrast to these two squadrons, the British and Japanese came over to Cavite and anchored among the American ships. The

Immortalité and *Iphegenia* are not far from the *Olympia*. The *Pigmy* and *Rattler* are further inside and nearer Cavite and Sangley Point. The *Naniwa* is also near the *Olympia*. In Canacao Bay not far from Mr. Young's slip and the hospital wharf are several lighters filled with British subjects. There is a jolly crowd of bachelors in the lighters provided with an abundance of eatables and drinkables. To see the number of cocktails done away with yesterday, one would have thought that the Club had opened a branch at Cavite. Not far away are two small steamers containing the married men, women, and children. The Belgian Consul, wife, and children are on the *Culgoa*. The *Concord* and *Petrel* have been sent up opposite the city and are not more than one mile from the entrance to the river, which they are guarding. The *Monterey* has had time to get into splendid shape and her big guns are certain to work havoc in the Spanish lines. She stopped at Guam on the way out and found the American flag flying and everybody well. She met with good weather nearly all the distance except for the last few days. Instead of coming by the north she took the southern passage through San Bernardino Straits. The *Monadnock* is now expected daily with the collier *Nero*. The fourth expedition is also due within the next six days. It will bring several thousand troops. The *Ichang* has arrived from Nagasaki with stores for the fleet. The *Oxus* also with supplies is a new arrival.

14th August.

Manila has fallen. The Spanish flag came down and the American went up at exactly 5.40 p.m. Saturday, August 13. At nine o'clock in the morning the *Olympia* got under way followed by the rest of the American fleet with battle flags flying, and cleared for action. The *Olympia*, *Raleigh*, *Petrel*, and *Cullao* engaged the Malate fort. Just to the north were the *Monterey*, *Baltimore*, *Charleston*, *Boston*, *Concord*. Only the first four did any firing. The Spanish batteries made no reply to the ships. The Malate fort was repeatedly hit by the American shells, forcing the garrison out. The *Olympia* fired the first shot at 9.35 a.m. and ceased firing at eleven, when the white flag was hoisted over the wall of the fortified city. In the meantime the American troops advanced along the beach, entered Malate fort, raised the Stars and Stripes, and proceeded on into the city, halting outside the walls. Admiral Dewey sent Lieut. Brumby with General Whitten, who represented General Merritt, on shore in the Belgian Consul's launch to negotiate for the surrender. They were gone two hours and then returned bringing the good news that the Spaniards would capitulate. When Lieut. Brumby told the Admiral of the result of the conference, the men manned the sides and rigging of the *Olympia* and cheered wildly. This was taken up by the other ships and the harbour rang with their shouts of victory. Lieut. Brumby then took General Merritt, who was on the *Zafiro*, ashore and completed negotiations for surrender. The papers were signed at 5.30, and ten minutes later the large Spanish flag was hauled down and an immense American ensign raised over 36 feet long. Immediately a national salute of 21 guns was fired by all the American ships led by the *Olympia*. Only eight Americans lost their lives in the attack, but the Spanish loss was quite heavy according to their own reports. American troops are in full possession of the city and General Merritt is in charge. The refugees have returned and foreign ships have resumed their former anchorage. Everybody is happy over the surrender. Even the Spaniards seem delighted. Last night Spanish and American officers were dining together in the cafes and hotels. The Spanish non-combatants and the natives appear equally pleased that the Americans are in control. Of course signs of personal feeling are now and then quite noticeable, but on the whole the situation is satisfactory. The terms of surrender are most generous and grant the Spanish army officials all the honours of war. The soldiers have stacked arms and the officers keep their side arms. The town appears quiet to-day, but in a few days business will be going on even better than four months ago. When the battle or attack began yesterday the Spaniards easily saw, with the powerful array of ships along their front, that there was no chance if they fired in reply of keeping off eventual capture. The American vessels only fired at the Malate

fort so that the army could enter. No shots were fired at or into the main city. The only real fighting was in the trenches outside of Malate. During the attack the British ship *Immortalité* took up a position between the Germans and Americans. This may not have meant anything but it was interesting. The Germans gave no indication of interfering. The foreign fleet will probably salute the American flag to-day or to-morrow. The insurgents did not succeed in entering the city ahead of the Americans and the latter took up positions to protect the whole of Manila from plundering. Everything was accomplished almost in a peaceful way. Merritt and Dewey are both pleased with the result.

Manila, 18th August.

Manila is quiet as far as any disturbances are concerned but the streets are full of life, the hotels and cafes are crowded, the river is busy with large and small boats, and carriages are rushing about in every direction. American and Spanish soldiers pass and re-pass on the sidewalks, eat side by side in the dining rooms, and generally mix, with very little sign of any ill feeling. Manila certainly presents a more animated appearance to-day than it has before in years. What with the incoming of 10,000 American soldiers, the disbanding of a force of 8,000 Spaniards, the influx of 100,000 natives who had fled to the country, and the return of foreign residents who had temporarily forsaken Manila, the situation is assuredly interesting. There is some confusion. That is to be expected. Great changes cannot be effected in a day or in several days where all of the chief elements of the change is a "manana" people who want to put off everything until to-morrow that can be done to-day. Food is still scarce and it is impossible to get a good square meal outside of private houses and the clubs. The hotels are putting up miserable fare.

The water has been turned on again from the water works and generally the situation is greatly improved, but food is not coming in fast enough from the outside and the demand still exceeds the supply, causing high prices and poor quality.

The difficulties of turning over the government from Spanish to American hands are far greater than most now appreciate. The conduct of the affairs of a great city and country like these is complicated as it is, in peace times, but when it is necessary to completely alter the control thereof in a day or a few days all kinds of difficulties and perplexities arise. However, General Merritt and his staff of assistants are doing as much as possible to convert chaos into cosmos and are succeeding admirably. He has issued his proclamation to the people of the Philippines, which was published Tuesday, the 16th, in all the daily papers, not only in Spanish but in English and Tagalo. It was favourably received by Spaniards, natives, and foreigners. It is a well worded, firm, frank, and judicious statement of the position, intentions, and policy of the United States Government as represented by General Merritt. Its effect is very noticeable throughout the city and it is the chief topic of discussion.

Major-General Merritt has ordered Brigadier-General Andersen to resume his post at Cavite, where the 4th Expedition will be landed when it arrives. It is now due. Brigadier-General McArthur has been appointed Provost Marshal-General Commandant of the walled city of Manila. Colonel Smith and Colonel Ovenshine have been named as deputies for other portions of the city, and will exercise due jurisdiction. Colonel Summers will probably act as Collector of the Port. Lieutenant Elliott is acting as Captain of the Port. General Greene has charge of the fiscal or financial part of the Government. All these military officers are selected for their respective labours with a special view to their abilities and experiences.

The *Monadnock*, towed by the *Nep*, arrived on the 16th after being out 32 days from Honolulu. She experienced rough weather the last few days but on the whole had a favourable passage. She stopped at Guam en route. The officers and crew are greatly disappointed because they missed the fall of Manila, but are consoled with the knowledge that there was little work for the ships.

This morning there was a meeting between General McArthur and the Mayor and members of the City Council, in which an effort was made

to come to an understanding about carrying on the city government. They were unable to agree and it is probable that no satisfactory terms can be arranged. This will mean a delay, which is unfortunate, but it is difficult to prevent it. What will be the result I do not know, but as long as the Spaniards stay here it is as much for their interests to have the municipal government run smoothly as it is for the American.

There is trouble between the American authorities and Aguinaldo, but I hope and have reason to believe that it is not sufficiently serious to cause a clash of arms. Aguinaldo objects to any Spanish officials remaining in office and demands the appointment of natives to a portion of the places, expects that the Americans will hold no country outside of Manila, asks them to evacuate Cavite entirely, and says that the Philippines wish the use of Manila Bay free of all custom house and tariff regulations. General Merritt is inclined to give attention to Aguinaldo's representations, but not in any degree to yield to them unless entirely consistent with his own plans and purposes. He is firm, will do what is right, but will not be dictated to under any circumstances.

The steamer *Ozus*, Captain Rowland, had the honour of receiving the first clearance papers from this port under American Military occupation. His certificate is marked No. 1. I have advised him to have it photographed or at least copied. Lieutenant Elliott, of the navy, as captain of the port, signed it. Work is going rapidly ahead in clearing the entrance to the river of obstructions. Several vessels which have been sunk there will be either blown up or removed. Inside of five days the port should be able to conduct its business with dispatch and take care of all steamers coming and going with less red tape and trouble than characterized the former days of Spanish rule. If any complaints are made against the conditions that exist under American occupation, it should be remembered that such remarkable changes as are necessary to permit things to run smoothly cannot be accomplished all at once.

The news of peace was welcomed here in view of the fact that Manila had been taken. Had it come prior to Manila's fall there would be a disquieted American army and navy in the Philippines. Fortunately the cable was not working and although peace was agreed to on the 12th Manila was taken on the 13th. This makes an interesting incident in history and will ever be associated with this campaign.

The action of Captain Chichester of the *Immortalité*, in saluting the American flag raised over the city of Manila, is generally commended; even friends of Germany admit that he scored a point for England in her relations with America by showing deserved honour to the Stars and Stripes. He ordered a national salute in honour of the American colours, which was fired with the usual English precision and vim. But the German, French, and Japanese admirals failed to follow suit, thus losing an opportunity to gain the good will of a great nation by sticking too close to some indefinite technicality of international law. Captain Chichester is much the same kind of an international lawyer as Admiral Dewey. And it seems to me that such men are the ones whose names go down to history. They are doers not theorists.

The Germans in sending one of their vessels to Hongkong post haste immediately after the American flag was raised over the city were guilty of marked discourtesy towards Admiral Dewey. They sent this vessel off without either taking the admiral's dispatches or regularly informing him of the intention to send a man-of-war to Hongkong.

The steamer *Juan* arrived at Singapore late on Saturday, 13th August, from Wilhelmshaven with a cargo of patent fuel for the German navy, leaving the following morning, after coaling, for Kiaochau, where she will be used as a coal hulk, having been built in 1864. Considering her great age, it is to be hoped she will meet with no typhoon in the China Sea. The *Juan* was, it will be remembered preceded by the *Trinidad* and the *Mourino*, the former proceeding to Kiaochau via Manila.—Free Press.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on Thursday afternoon. The chair was occupied by the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), and there were also present: the Acting Registrar-General (Mr. A. W. Brewin), the Acting Director of Public Works (Mr. W. Chatham), the Acting Principal Civil Medical Officer (Dr. J. A. Lawson), the Medical Officer of Health (Dr. F. W. Clark), and Mr. E. Osborne.

MINUTES.

The minutes of the previous meeting were submitted and adopted as a correct record.

WELCOMING MR. OSBORNE.

The VICE-PRESIDENT—Before we proceed further I wish to say that Mr. Edward Osborne has been appointed a member of the Board by His Excellency the Acting Governor. I am sure we all welcome Mr. Osborne amongst us and that the Government, the public, and ourselves will derive great benefit from his assistance on the Board. (Hear, hear.)

Mr. OSBORNE—Thank you, Mr. Vice-President, and gentlemen, for your welcome. I shall do my utmost to justify my appointment by His Excellency the Acting Governor.

THE SALE OF POISONS.

Dr. CLARK said the bye-laws for regulating the sale of poisons were brought before the Board on the 28th July last and adopted. On their being submitted to the Legislative Council the Attorney-General suggested certain alterations, and under the circumstances he thought it better to cancel them and remake them.

On the motion of the VICE-PRESIDENT, seconded by Dr. CLARK, the bye-laws were repealed.

On the motion of the VICE-PRESIDENT, seconded by Dr. CLARK, the bye-laws as amended on the suggestion of the Attorney-General were adopted.

THE REGULATION OF SLAUGHTER-HOUSES AND MARKETS.

The following additional bye-laws for the regulation of slaughter-houses and markets were laid on the table:—

"No person shall convey or attempt to convey any dead carcase of any animal into any of the slaughter-houses of the colony for any purpose whatever.

"No person shall make use of any unlet stall in any market and no unlicensed person shall make use of any part of any market for the sale or storage of food.

"No beef or mutton shall be brought into any market or be sold therein unless bearing the official mark showing its fitness to be used for human food or unless it has formed part of a carcase so marked."

The VICE-PRESIDENT—With regard to the first it seems to me it is an offence already to convey a dead animal like that. It has to be slaughtered in a proper place, has it not?

Mr. LADDS (Colonial Veterinary Surgeon)—I do not think there is anything in the Ordinance to that effect.

The VICE-PRESIDENT—You cannot slaughter swine or any other animal anywhere; you have to slaughter them in a slaughter-house.

Mr. LADDS—You can if you say they are not for sale.

The VICE-PRESIDENT said they were always making a bye-law here and a bye-law there, and the result was that if they wanted to find out what the law was they had to go through half a dozen amending ordinances and amending bye-laws. Were there any other amendments which Mr. Ladds thought might be made at the same time?

Mr. LADDS thought there were some.

Mr. BREWIN thought the Attorney-General had made some remark about this.

Mr. LADDS—I saw the Attorney-General myself and he said he was proposing to make a new ordinance altogether and consolidate all these amendments. I think it looks as if it would be best.

The VICE-PRESIDENT moved that the bye-laws be referred to the Colonial Veterinary Surgeon so that he could see what additional bye-laws or amendments are desirable. Then they could bring the bye-laws up to date, or they could have an amended ordinance.

Mr. CHATHAM seconded, and the motion was carried.

THE BYE-LAWS AS TO LAUNDRIES.

Dr. CLARK said there was another question as to bye-laws. The Board would remember that at the previous meeting they made a bye-law allowing two caretakers for each public laundry between the hours of 11 p.m. and 5 a.m. This was referred to the Attorney-General, who suggested that instead of making a new bye-law and revoking two of the former ones they should revoke the old ones and remake the bye-laws, including that already approved by the Board in them. He proposed that the old bye-laws be repealed.

Dr. LOWSON seconded and the motion was carried.

The new bye-laws were then taken separately and adopted.

THE WATER-CLOSET QUESTION.

A letter had been received from Father Torres, of the Spanish Dominican Procuration, asking the Board to reconsider their decision regarding the removal of the water closets on the premises of the mission. The writer added:—

"The Procuration occupies for the purposes of its affairs in Hongkong the house No. 24, Caine Road, and has been in the occupation of this house for over 30 years. It is not merely the residence of the Procurator and of his companion but is also a hospice for the reception of Spanish and Portuguese missionaries passing through between the different missions in Manila, Timor, Macao, China, Formosa, and Tonquin, and also as a sanitarium or hospital for sick fathers from the different countries and provinces, and there are at the present moment 34 fathers residing on the premises. Ever since its erection the house has been provided with water closets, and this with the full knowledge and sanction of the Government officers responsible, before the formation of the Sanitary Board, for the construction of buildings and the health of the colony, and there have not been during all that long period any complaints as to any nuisance resulting from the existence of these water closets, or any unhealthiness in the premises. In fact the house has been, because of the construction of these closets and the free use of water for the removal of all night-soil, a very healthy residence.

"I would respectfully point out that permission has been granted by the Board for the erection of water closets in the following buildings:—The buildings occupied by the Italian fathers, Messrs. Melchers & Co.'s offices on the Praya, Messrs. Butterfield and Swire's offices, the French Convent at Wanchai, No. 64 and 65, Queen's Road Central, the Sailors' Home at Praya West, the Missions Etrangères in Caine Road, and at the residence of the Hon. E. R. Belilios in Caine Road. The latter are our immediate neighbours, and I know of no reason why any distinction should be made.

"We are ready to make any alterations or improvements the Board may think necessary or useful, and I herewith submit for their approval a plan in duplicate showing the proposed re-drainage and renewal of water closets. It is proposed to place all the closets outside the main building, so that there is no connection with any of the bed-rooms as at present. The water closets intended to substitute the existing ones are of the pedestal type with three gallon syphon waste water preventing cisterns, connected with a 40 gallon water tank placed on the roof, which can either be supplied with water from the Government service or pumped from the existing well on the premises, which will ensure a complete and efficient flushing.

"It is the declared policy of the Government, as I understand it, to ultimately substitute water carriage for the bucket system all over the colony as soon as it can be efficiently carried out. There is but one opinion as to the immense advantage of water carriage, and I most respectfully submit that where that system is in use and working well, as in our house, we should be allowed to renew the water closets."

The following minutes were appended:—

Mr. E. Osborne—"I am in favour of granting permission subject to construction being approved by the Board's Surveyors."

The Acting Director of Public Works—"I am in favour of allowing the water-closets provided they are of proper construction, etc., and the drains are in order."

The Vice-President—"We have twice refused, and I am as strongly as ever opposed to granting the permission."

The Medical Officer of Health—"I find that in 1895 the Board granted permission to the French fathers (next door) to erect water closets, and in that case it would perhaps be as well to deal similarly with all large convents, i.e., allow them a limited number of water closets in positions selected by the Board's surveyor. On the other hand we must consider that the Board's order of January, 1897, has been deliberately ignored—at least if an order for the removal of the existing water closets was actually served. I cannot, however, find any office copy of such order, and have only therefore the attached copies of letters refusing permission to erect new water closets."

The Acting Principal Civil Medical Officer—"I agree with the Medical Officer of Health and the Acting Director of Public Works."

The VICE-PRESIDENT—Can you tell us whether these premises are situated in Caine Road or not.

Dr. CLARK—Yes.

The VICE-PRESIDENT—And the drain runs through a large part of the Chinese town?

Dr. CLARK—Yes.

The VICE-PRESIDENT—And I suppose the remark you made the other day as to the effect of these water-closets discharging into the same sewer as a large number of Chinese houses applies here?

Dr. CLARK—Yes.

The VICE-PRESIDENT—And the result would be a danger to the occupants of these Chinese houses?

Dr. CLARK—Yes; that is so.

Mr. CHATHAM—The premises are not far from Kingclere on the same level.

The VICE-PRESIDENT—The more excretal matter you put into the drain pipes the more risk you run. You must remember that you are not dealing with people who are careful about their appliances, but with people who are more or less unsophisticated as to what to do with them.

Mr. BREWIN—Why should we grant permission to an hotel and refuse an application like this. Is there any difference in the inhabitants?

The VICE-PRESIDENT said the hotel situated near the sea front and the surroundings were different. Then there were a large number of people in the hotel and they were constantly changing, and it was difficult for the bucket system to be carried out satisfactorily in an hotel.

Mr. BREWIN—Can you tell me how many people are in this building?

Dr. CLARK—The resident population is, I think, about 200 at the outside.

Mr. CHATHAM moved that the application be granted.

Mr. OSBORNE said he was opposed to the general introduction of water-closets, because of Chinese houses, but he thought it was desirable they should be allowed under certain circumstances. Each application should be considered on its merits. He had pleasure in seconding the motion.

The motion was carried.

Dr. CLARK said he had another application of a similar character from the Italian convent. He did not know whether they would take it then. These premises happened to be by far the larger. This had not been circulated.

The VICE-PRESIDENT—I think we had better have it circulated.

This was agreed to.

APPLICATIONS FOR EXEMPTION FROM CONCRETING.

Two applications for exemption from concreting the ground surfaces of certain premises had been received, one being from the London Mission in respect of premises Nos. 33, 35, and 37, Wanchai Road, and the other in respect of premises Nos. 29 and 31, Wanchai Road.

Mr. BREWIN did not see why a church and school should have an impervious flooring. It was not like a place in constant occupation. He did not see why there should be a difference made between a school and an office.

Dr. CLARK thought it was far more necessary to concrete the ground surface of a school or church than to concrete the ground surface of an office, which was only used perhaps by two or three people.

Mr. BREWIN proposed that exemption be granted.

No one seconded, and the application was refused on the motion of the VICE-PRESIDENT, seconded by Dr. CLARK.

THE PRAYA RECLAMATION AND THE DUST BOAT STATIONS.

The Acting Director of Public Works wrote to the Acting Colonial Secretary on August 16th as follows:—

"Sir,—I have the honour to inform you that it is desirable to introduce a clause into the contract for the scavenging of the city for the removal of all accumulations on the bed of the harbour along the Praya wall within a distance of 50 yards on either side of the dust-boat stations and for the same distance outwards from the wall.

"One of the chief objects of the Praya Reclamation Scheme, as stated in the preamble to the Ordinance, is to provide a deep water frontage, and having obtained this every possible effort should be made to preserve it. Already where the conservancy boats have been stationed in front of the Reclamation there are distinct signs of accumulation, much of which from its nature is due to the presence of the boats. Whether due to wilfulness or carelessness on the part of those engaged in connection with the delivery and removal of the rubbish on board the boats I am unable to say, but I anticipate that the introduction of such a clause as I have suggested would lead to an abatement of this most serious nuisance.

"The scavenging contract is entered into by the Sanitary Board, and I would submit that the matter be referred to it, with a view to the embodiment of such a clause in future contracts."

The following minutes were appended:—

Mr. E. Osborne—"I think the proposed clause very desirable."

The Medical Officer of Health—"Reply that the Board will take the matter into their consideration when framing the conditions of the next scavenging contract."

The Acting Registrar General—"When does the present contract expire?"

The Medical Officer of Health—"The present contract expires on December 31st, of this year."

The Board decided to postpone the consideration of the matter until the time for the letting of the scavenging contract.

THE BUBONIC PLAGUE AT AMOY.

Correspondence concerning the prevalence of bubonic plague at Amoy was laid on the table. A return showed that from July 13th to August 1st (inclusive) there were 500 deaths from bubonic plague at Amoy and 506 from other causes.

On August 16 Mr. C. T. Gardner, H.B.M. Consul at Amoy, wrote to the Colonial Secretary stating that the plague at Amoy showed signs of ceasing to be epidemic in its character. He also enclosed a letter from the Amoy Chamber of Commerce, certificate of the Medical Officer attached to the Consulate, and the views of the various Consuls on the subject. The U.S. Consul had written to him that from information he had received from his Medical Officer, from American missionaries, and from other sources he was unable to declare the port clean, but he agreed in considering that the plague showed signs of ceasing to be epidemic.

The letter from the Amoy Chamber of Commerce drew attention to the great loss caused to merchants by reason of the port being declared infected with plague. The Chamber was unaware as to the sources from which the Consul derived his information as to the sanitary condition of the port, but according to the intelligent notices of the mercantile class the port was as free from plague as it ever was and generally speaking remarkably healthy. In view of this the Chamber was of opinion that the time had arrived when clean bills of health should be procurable.

In his letter circulating the letter from the Chamber of Commerce amongst the Consuls for their opinions, Mr. Gardner mentioned that the Commissioner of Customs states that he is in possession of accurate information to the effect that though the epidemic was subsiding there were still from nine to ten cases a day, and that the Chinese

staff at the Consulate stated that though the plague was diminishing it was still existent. Subject to the approval of the Consuls he felt inclined to report: "The plague is showing signs of ceasing to be epidemic and of beginning to be sporadic."

Mr. F. Cass, Belgian Consul, wrote:—"Amoy is as free from plague as it has been—no reliable cases reported for some weeks."

Mr. F. Leyburn, Danish Consul:—"Quarantine should be removed at once. The place is as healthy as it ever was, and more healthy than usual."

Mr. Dunne, French Consular Agent:—"I believe the sanitary condition here is as healthy as it ever is. I think clean bills of health might now be granted."

The following minutes were appended:—

Mr. E. Osborne—"I think the proclamation should remain in force."

The Acting Director of Public Works—"The statements are all somewhat vague and indefinite. The proclamation should remain in force."

The Acting Registrar General—"Agree."

Dr. CLARK read a telegram received that day from H. B. M. Consul at Amoy which stated that there had been a decrease in the daily average of plague deaths.

On the motion of Dr. LOWSON, seconded by the VICE-PRESIDENT, it was decided to recommend the Government to revoke the proclamation.

WHO SHALL PAY FOR THE MAT-SHEDS.

Correspondence concerning the cost of erecting certain mat-sheds at Kennedytown as a native plague hospital was submitted. The Government had declined to pay the whole of the cost, but had expressed their willingness to pay half, suggesting that the directors of the Tung Wa Hospital should pay the other half.

The VICE-PRESIDENT said there was no doubt the confusion in regard to this matter arose through the sub-committee of the Board appointed to select a building and a site for a native plague hospital originally fixing on the cattle depot. In their report the sub-committee recommended that all the works in connection with the buildings should be carried on at the cost of the Government, the Tung Wa Hospital authorities to bear the cost of the general management of the place. Therefore they started originally with the proposal that the Government should put the building in a fit state for use and that the Tung Wa Hospital authorities should supply the necessaries for the patients. After that agreement had been come to with the Tung Wa Hospital Authorities, an objection was raised on medical grounds to the cattle depot. The Principal Civil Medical Officer feared the cattle which were to remain in one part of the building might contract the plague, and thereupon the Tung Wa Hospital authorities were given three mat-sheds at the bottom of the slope on which Kennedytown Hospital stood. These three mat-sheds were totally inadequate for the purpose of a hospital, and two additional large mat-sheds were utilised. Fortunately the epidemic did not assume such large proportions as some of them feared it would, and the accommodation provided was perhaps a little in excess of what was required. The same happened at Kennedytown Hospital. They provided a mat-shed there which was not required at all. The sub-committee, of which he was a member, with Dr. Clark and Mr. Brewin, would admit that the Tung Wa people were led to believe they would get the building supplied by Government, and he took the responsibility upon himself to say that the sub-committee led these people to believe that such would be done. There was no time when they got down and saw that some additional mat-shed accommodation would be required at Kennedytown to start a correspondence with the Government as to who was going to pay for it. The idea was to open a native hospital with the least possible delay so as to allay the public mind and to cope more effectually with the epidemic which was threatening the colony in a very serious degree. Therefore, the Tung Wa Hospital authorities were authorised to go right ahead with their mat-shed and were led to believe that the Government would pay the cost. Personally he really did not see that it mattered two-pence one way or the other who paid. He thought himself that the native hospital

did a great deal of good. It assisted the community much in combatting the plague, and it was not a question of the Government paying; it was a question of the money coming out of the public funds, which were already contributed in a very large proportion by the Chinese community. So it came to this, that the money they were expending was the Chinese community's money. He certainly thought it would be very unfair to ask the directors of the native hospital to bear the whole cost of the Chinese plague hospital, which was not started simply to fall in with their particular prejudices, but which was started on the recommendation of that Board in the public interests and in the interests of public health. Therefore, he thought the cost should be borne by public funds and not by private funds. He begged to move that a further letter be addressed to the Government pointing out the facts he had just stated, and that if there had been any fault in this matter it was accepted by the sub-committee, and that they if anybody were responsible for misleading the directors of the Tung Wa Hospital, and that they begged the Government to reconsider their decision and pay the whole cost of these mat-sheds.

Dr. CLARK said that as a member of the committee he begged to second that, but he should like to point out that part of the Colonial Secretary's letter which stated that at the interview with the Executive Council on April 17th the directors of the Tung Wa Hospital undertook to pay all expenses in connection with the plague hospital. There was no question, however, that the Board, and certainly the sub-committee, led the directors to understand that the Government would bear the expense of providing them with a hospital. In fact the Board by resolution recommended the Government to do so. Subsequent to that recommendation there was an interview between the Executive Council and the directors, and at that interview it was the impression of the Colonial Secretary that the directors were given to understand that they would have to bear the expense themselves. He did not think it was unreasonable to ask the Government to pay the money. The Government offered to pay half, but they did not say who were to own the mat-sheds. Were the Government to claim ownership because they paid half or were the directors to be allowed to have them? It would raise a very awkward question, so he thought it would be far better for the Government to pay the lot.

Mr. OSBORNE thought it would be a distinct breach of faith with the Tung Wa Hospital people if the Government did not find the whole of the money.

Mr. BREWIN pointed out that a meeting of the Executive Council took place on the 22nd April and in his letter of the 25th April the Colonial Secretary made no reference as to who should pay but said that the matter should stand over. So that looked as if on the 25th no decision had been come to by the Executive Council.

Dr. LOWSON said the position he took up was this. There was not quite that harmony on the Sanitary Board that there might have been on several questions at that time. If the matter had been left to him he thought he could have reduced the expense which the sub-committee incurred. For example, they had room on the 15th April for about 120 patients in the Kennedytown Hospital. The Tung Wah people could have had some of this accommodation. There could have been a sort of amalgamation of the European and Chinese methods without having any friction at all. He thought the Tung Wah people should be very well pleased that the Government had stepped forward and offered to pay this \$1,500. He proposed as an amendment that the Tung Wah people should be asked to pay the other half.

No one seconded, and the motion was carried.

AN APPLICATION REFUSED.

The Board were asked to grant permission to erect some houses in Lower Lascar Row at a height of 47 ft. 6 in., which was 7 ft. 6 in. higher than the bye-laws allowed, seeing that the street was a 20 feet street, but on the motion of the VICE-PRESIDENT seconded by Dr. LOWSON, the application was refused.

THE BUBONIC PLAGUE AT BOMBAY.

A return was submitted showing that in the city of Bombay from July 19th to August 2nd

(inclusive) there were 172 plague cases in the city of Bombay and 147 plague deaths.

MACAO MORTALITY RETURNS.

A return from Macao for the weeks ended August 7th and August 14th showed that during the former week there were 45 deaths and during the latter 51, none being due to plague.

HONGKONG MORTALITY RETURNS.

The mortality return for the week ended August 13th showed the death rate per thousand of the population to be 17.1 against 15.8 for the previous week and 25.1 for the corresponding week last year.

The Board then adjourned.

THE KOWLOON SURVEY.

OPPOSITION BY NATIVES.

The Hon. J. H. Stewart Lockhart has completed his inspection of the Kowloon territory and returns to England at the end of the present month to report to the home Government.

We hear that on Saturday, at Kam Tin Hu, between Deep Bay and Taimoshan, the natives when they saw the surveying party approach beat gongs and shouted "ta" and "foreign devils." About a thousand of the villagers responded and shut the gates. The Hon. J. H. Stewart Lockhart gave orders to bring up two Maxim guns and seventy blue-jackets, from the *Plover*, and on the arrival of this force the villagers were given ten minutes to open the gates. The demand was promptly complied with, the natives being overawed by the display of force, and the surveying party went on with their work.

THE TYPHOON AND FLOODS IN FORMOSA.

[FROM OUR OWN CORRESPONDENT.]

Twatutia, 20th August.

Once during the summer, for several years in succession, Formosa has been visited by a terrific typhoon, accompanied by floods, which have wrought great havoc on the villages in the lowlands. These storms have been increasing in force for the last three years, until with the present summer, North Formosa became the unwilling host of a typhoon and inundation which, if the hackneyed phrase be permitted, was by far the greatest storm witnessed "during the life of the oldest inhabitant."

Heavy rains fell during the early days of the month and on the 5th we had a cloudy day with light rains. On the 6th the rain had increased and a rather stiff wind blowing in gusts, together with a falling barometer, gave evidence of an approaching storm of unusual severity. By five o'clock in the evening the Tamsui river had risen level with its banks and was sweeping along with a terrific current which no small boat cared to encounter. Shipping of all kinds had earlier in the day sought shelter either higher up river or in some of the creeks away from the main stream. A large Japanese schooner was, however, unable to get away and it was left strongly moored to the river's bank not far from the Foreign Club.

With darkness the storm increased in fury and the river gradually spread itself along the streets of Twatutia, and eventually even entered Taipei City, which is on considerably higher land. By midnight the principal streets had been converted into roaring streams four or five feet in depth. From then on until 4 a.m. the water rose inch by inch and the wind increased until it was blowing with typhoon fury. At four there was 5 feet of water on the bottom floor of the writer's residence and the narrow street in front was an angry river of over 6 feet in depth, surging along with such rapidity that it dashed waves up against the house, adding greatly to our anxiety. And as if wind and water were not sufficient, fire broke out in two different sections of Twatutia and also in Taipei to add its horrors to the situation.

About 4 a.m. the wind changed and with it the water began to slowly recede and by noon one was quite able to wade about certain of the higher streets without the aid of a boat.

Unfortunately most Formosan houses are built of sun-dried mud bricks. The Chinese use mud because they can find nothing cheaper and not because this commodity possesses any specially valuable qualities. For single storied structures, in dry weather, they are probably

good enough, although even then their use would not appeal to one with a regard for cleanliness. But in wet weather they are always more or less dangerous and for two storied structures their use is absolutely criminal and should be considered such by the authorities. The use of so convenient and economical an article as mud seems to have appealed to the Chinese builder to such an extent that even in brick houses, which the owners were desirous should be substantial, the storm disclosed to the astonished owner mud where there should have been cement or lime and mud where there should have been even brick and stone.

It was about the only creditable thing the storm did. It exposed the flimsiness of Formosan houses in general and the need of reform in methods of building. An honestly built brick or stone structure would have defied the storm regardless of its fury, but unfortunately there were few buildings of that kind.

The greatest damage was done near the river front and all night the shrieks of the unhappy victims were heard above the roar of the storm. When the water had receded sufficiently to admit the use of a rescue boat, it was in many cases found too late; the unfortunates having either been carried out to sea or crushed down under the heavy mass of timber and mud. The survivors poking about the wreckage were much affected and did not appear like living intelligent beings; and one Chinese well known by foreigners, in whose house some ten persons met their death, silently wandered about, clad in tattered night garments, pale-faced and speechless, all the world like a spectre. Hundreds of Chinese who had fled from their houses and sought shelter in the higher districts returned to their homes to find them crushed to the ground. With no roof to shelter and no food to eat, one found them; men, women, and children sitting about the wreckage, sad and disheartened. In some places they were gathered about the dead and mangled body of one of the family which they had with difficulty recovered from the ruins, or they were bandaging and caring for the wounds of an injured relative. There were frequent exhibitions, however, of that heartless apathy with which Chinese often look upon the misfortunes occurring to strangers, even though they be their own countrymen.

In Taipei, which consists of the capital city and its two suburbs, Banka and Twa-tutia, 1,398 houses were totally destroyed and 759 badly damaged, which means that in only this small district the occupants of over 2,000 houses were rendered homeless, although among the damaged houses there are doubtless many that can be quickly repaired. The majority of the inhabitants anticipated the danger and escaped while there was yet time. But others were not so fortunate and 80 bodies have been so far recovered from the ruins. Great numbers were, however, washed out to sea, and an English speaking Chinese informed the writer that he had been busy during the morning pushing back into the river the dead bodies which were continually being washed up on to his premises and where he feared they might strand and later cause him trouble.

Twa-tutia presents a very much damaged appearance. The settlement being on the bank of the Tamsui River, on low land which not many years ago was a large marsh, sustained the greatest injury. Over 800 houses were totally destroyed and over 400 badly damaged and more than fifty dead bodies have been so far recovered from the ruins. Foreigners did not escape without loss. Messrs. Tait & Co.'s large hong was badly damaged and a second building owned by them was partially destroyed. Messrs. Jardine, Matheson & Co.'s old hong was wrecked and the occupants were obliged to remove to new quarters which were very fortunately in course of construction and now nearly completed. A godown attached to the hong of Messrs. Smith, Baker & Co. was destroyed and the building occupied by the United States Consular Agent partially collapsed. In fact there is only one Foreign firm in North Formosa which escaped without loss, either from damaged tea or sugar or from injured buildings. The Foreign Club was very badly wrecked and it has been necessary to secure new quarters. Chinese, however, were the greatest losers and large

quantities of tea owned by them have been damaged and in some cases destroyed.

Houses in some sections of Twa-tutia are down for blocks and in one district which had been but lately built, all the new structures are in ruins. In one street (Kohingai) not a house remains standing and much lumber which had been stored in this street because the water had not reached it during previous floods, was this time swept away.

Among the wrecked buildings is the large Japanese restaurant called Kojimaya. This building had been constructed in Japan and brought down and set up here at considerable expense. It was perhaps the best type of Japanese architecture in the island. The Twa-tutia Police gave great assistance and furnished food to nearly a thousand, and native societies also did much to relieve distress.

Inside the walled city of Taipei the damage is not so great, the city being on a higher elevation. Still 71 houses were destroyed and 93 badly injured, while 10 persons were killed and 11 wounded. Water came into the Government House to the height of 1½ ft., and the Prefecture was converted into a miniature lake with a depth of over two feet. The members of one of the large Japanese firms, Sanyo & Co., had an exciting experience and a narrow escape. The large building which they occupied had a stone foundation but the walls were of mud brick, and they watched with anxiety the water crawl up to the danger line. At 10 p.m. it was but a few inches from the mud brick and in consequence the dozen occupants took refuge in a building to the rear, the stone foundation of which ran higher. They had been in their new shelter but a moment when with a crash the adjoining house, which was occupied by a small hospital, fell to the ground. Soon afterwards their own main building collapsed, and fearing that the rear building would follow they made their way to an unoccupied building near by, but this also soon became dangerous and plunging into the water they managed to reach the Prefectural office in safety, and just in time, as the buildings they had deserted, together with others adjacent, crashed to the ground. As soon as the storm abated it was found that the chief doctor of the hospital, a nurse, and a patient had been killed instantly. In another house occupied by Japanese, only three escaped with their lives. The Government took prompt measures to afford relief.

In another section of Taipei city, the buildings of the Appeal Court were destroyed and the Court has been suspended for a few days in consequence. A new building is being erected for the Court, but it will take many months to complete it, and meanwhile temporary quarters will be provided.

In Banka out of 1,024 houses submerged, 529 were totally destroyed and 271 badly damaged, while the personal casualties so far as is known amount to 31 dead and 130 wounded. Nearly all the houses facing the river bank were swept away. If anything the houses are more wretchedly constructed in Banka than in Twa-tutia and though the water did not reach to the height in the former city that it did in the latter, still the houses collapsed more quickly and many who were carried down with the wreckage were not submerged and consequently escaped with but the wounds they received during the fall, whereas in Twa-tutia the great depth of water drowned many who might have later escaped from the wreckage with outside help.

At Kelung, the sea in the harbour rose 6½ feet above high water mark and the streets of the village were covered to the height of a man's shoulder. Thirty houses were wholly destroyed and forty badly damaged. The loss of life is yet unknown. The large barracks occupied by Japanese troops were destroyed and in the railway yards there remains not a single building. The s.s. *Yenoshima Maru* lost both anchors and while she was running for the open sea she stranded on the rocks near the entrance to the harbour. Many native boats, both Japanese and Chinese, were lost but the number is not known yet.

Of the surrounding villages Pachina suffered the greatest. Here over 400 houses were totally destroyed and over 50 others rendered uninhabitable. Twelve bodies were recovered from the ruins and thirty-five found wounded. At Pankiao, Kimpaui, Hobe, and other vil-

lages in the north, there was considerable loss of property and life.

In the whole district of Taipei, which includes the villages above mentioned, the losses reported up to date amount to 2,073 houses totally destroyed and 995 houses so badly damaged as to be uninhabitable. 139 bodies of the dead were recovered from the ruins and 160 wounded. Later investigations throughout the prefecture will undoubtedly double this number.

No detailed report has yet arrived from the South as both railway and telegraphic communication has been interrupted. A traveller arriving from Coohay by the sea route has, however, brought some information. From him we learn that Taichu (formerly the proposed Chinese capital, Taiwanfu) had forty houses destroyed and that the new Prefectural buildings, the post office, and the barracks were damaged and about a dozen people were killed. Many roads running from the city were destroyed. The Twa-to and Chioh-tsui rivers overflowed, converting an area of some 25 miles in length into a lake. The entire village of Katow, which is situated on the bank of the Twa-to River, was swept away. Great damage was also done in Gochay and several small villages in the vicinity were totally demolished. The roads extending to the southwards from Tai-ka were all destroyed and it is impossible to learn how the southern towns have fared. It is believed, however, that the damage has been very heavy there also.

The damage to the railway running south from Twa-tutia is reported by an inspector who returned yesterday to be very great. An iron bridge near Chureki has been twisted all of out shape and for considerable distances the line has been washed out and in some places badly undermined. The repairs required will be so extensive that it is quite out of the question, this gentleman states, to use the road again during the present year.

I have been unable to obtain any meteorological report of the storm but the commander of the *Yenoshima Maru* at Kelung stated that the wind was blowing at the rate of 55 miles an hour in Kelung harbour during the height of the storm.

ENQUIRY AT THE HARBOUR OFFICE.

COLLISION BETWEEN THE "RISING STAR" AND A DOCK LAUNCH.

At the Harbour Office on 22nd August Commander Rumsey held an enquiry into the circumstances connected with the collision between the steam launch *Rising Star*, Cheung Shing Hi master, and No. 1 K dock launch, Chan Yan master.

Mr. Robert Cooke said—I was coming from the Dock Company's premises on Thursday evening last, about 7 or 7.30, and on getting near the *Esmeralda* buoy I saw a steam launch coming out from Peddar's Wharf. I called the helmsman's attention to it and told him to look out and we starboarded our helm and blew our whistle. Immediately afterwards I noticed the red again and concluded that the other launch had ported. It was then too late to do anything, but I ran aft and told them to stop and go astern full speed. Almost immediately after we struck the other launch abast her port side light, say 25 feet from her bow. There was another launch coming into Peddar's Wharf at the time; she was on our starboard side about 6' or 70 feet off and about one and a half lengths ahead. We had eased down our engines about a minute or so before I first saw the lights of the launch coming out from Peddar's Wharf.

Surgeon-Captain Brown said—I was on board the ferry launch on Thursday evening. We left Peddar's Wharf about 7.20. I remember seeing the other launch, and my impression is that when I first saw her the two boats were end on to each other. I noticed the other launch moving to port while we went further and further to starboard, until the collision took place and our boat was struck on the port side.

Chan Yan, master of the Dock launch, said—We were coming from Hung Hom. When I got to the *Esmeralda*'s buoy the *Rising Star* was leaving Peddar's Wharf. I saw her green light on my starboard side, and I put my helm to

starboard. Then I saw the *Rising Star's* red light. I went astern when I saw her red light, but she came on and went across our bow, and we struck her on the port side. The *Morning Star* was on our starboard side and a little ahead of us. She was going towards Peddar's Wharf. I starboarded my helm so as to show my green light to the *Rising Star*.

Cheung Shing Hi, master of the *Morning Star*, said—I left Peddar's Wharf. I saw the other launch's red light on my port side. I blew my whistle and put my helm to starboard. I mean that I saw the other boat's green light on my port side and that I put my helm to port. The rule is that the boat which has the other on her starboard side has to give way and the other goes on. I ported because I wanted to keep clear of the other boat. I only go on when the other boat gives way.

Commander Ramsey gave his decision as follows:—I am of opinion that the collision was brought about by the improper porting of the helm in the *Rising Star*. If the *Morning Star* had the other boat's green light on her port side it was her business to keep her course, but the conclusion I come to is that the green light was on the *Rising Star's* starboard side at first, and that the porting of her helm was the thing that brought about the collision. Certificate suspended for three months.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders was held at the office of the company, No. 14, Praya Central, on Monday, 22nd Aug., at noon for the purpose of receiving the report of the directors and statement of accounts to 30th June, 1898. Mr. J. H. Lewis (chairman) presided, and he was supported by Messrs. N. A. Siebs, J. S. Van Buren, J. J. Bell-Irving, A. Haupt, and E. S. Wheeler (directors), Mr. D. Gillies (chief manager), and Mr. T. I. Rose (secretary). There were also present Messrs. H. A. Ritchie, H. Humphreys, P. Jordan, D. R. Crawford, G. Murray Bain, H. Wicking, W. Parfitt, C. S. Sharp, G. de Champeaux, R. Mitchell, W. H. Wickham, J. R. Michael, T. Esmail, D. Craddock, etc.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, the report and statement of accounts having been in your hands for some days I will with your permission take them as read. There is nothing of special interest to report with regard to our business. I am pleased, however, to be in a position to inform you that a very large amount of work has passed through our hands during the six months, and that, with the exception of Aberdeen, both docks and workshops have been kept steadily employed with results which I have no doubt will be found gratifying to shareholders. The six months under review do not quite break the record, but on the other hand we have more funds available for appropriation than we have ever had at any of our former meetings, the net sum with which we have to deal to-day being \$597,908.46. In the report you will observe that subject to your acquiescence, your directors recommend that the distribution be made on the following lines, viz.:—that a dividend for the half year of 8 per cent and a bonus of 8 per cent, aggregating \$250,000, be paid to the shareholders, and a bonus of \$20,000 to contributing shareholders; that \$124,903.96 be written from the value of the Kowloon and Cosmopolitan Docks and \$5,000 from the steam launches; to increase the reserve fund by placing a further sum of \$100,000 to its credit, which will then be brought up to \$800,000, and by carrying forward the sum of \$98,004.50 to new account, thus providing for any contingency that may occur during the current half year. The apportionment of our profits in the manner recommended will, we hope, be acceptable to shareholders. Possibly some may demur at the amount proposed to be written down from the value of our property, considering it to be now as low as there is any necessity for, but writing down from time to time as our profits have admitted has been in a great measure the key-stone of our prosperity, for had this commendable policy not been followed in the past, we could never have made the large extension and vast

improvements to our docks and to our plant without increasing our capital one hundred fold, which would have made a very serious reduction on dividend when it came to be divided amongst double the number of shares. Our policy in this respect, however, will be modified in the future according to circumstances. Appreciating the responsibility of giving entire satisfaction to our friends and supporters so far as lies in our power, your directors have always given the greatest attention to our workshops and machinery by maintaining them in the highest state of efficiency, and the increasing of our gross earnings fully testifies to the measure of success we have attained in this direction. My predecessors have on several occasions adverted to the necessity that existed for largely increasing our facilities by the erection of new workshops and by adding larger and more powerful machines to both the Kowloon and Cosmopolitan establishments, thus placing ourselves in a more favourable position with regard to the heavier class of work that now prevails all over the East. In connection with this matter I may mention that the building of a new blacksmith shop and a new iron store have now been put in hand at Kowloon, both of which have been greatly wanted for some time, as the present buildings are much too small and most unsuitable. Later on the new forge will be gone on with, and as soon as the new blacksmith shop has been completed we will use the site of the present shop for putting up a new erecting shop. At the Cosmopolitan Dock we have also made large additions to the workshops which will give the workmen good cover during wet weather and afford ample floor space for both new work and repairs. With the improvements we have in contemplation completed, we shall then be able to turn out more work in a given time and do away with the necessity for so much night work, which is very injurious to both foremen and workmen when continued for any great length of time. We have nothing further to advise with regard to the construction of another dock at Kowloon of larger dimensions, negotiations with the Admiralty having ceased on receipt of Commodore Holland's letter dated 22nd February last. Some time ago you were informed by our late chairman, Mr. Michaelsen, that our Articles of Association were no longer up to date and had proved to be defective in many respects; this matter was subsequently placed in the hands of the company's solicitors with instructions to have them carefully revised and adapted to the altered condition of our affairs. This having been effected and the new articles got ready, a meeting of shareholders was called for the 11th July last for proposing a special resolution to adopt the new articles, when certain exceedingly technical points in connection with the constitution and regulations of the company having been raised, your directors postponed the extraordinary general meeting, and on the recommendation of our solicitors the new articles have been sent by them to a specialist in London for the purpose of ascertaining the actual legal position of the company; therefore the old articles will remain in force in the meantime. Our business in July and August has not been quite so good as we hoped for owing to very few vessels turning up for docking and extensive repairs; our prospects, however, of having a fairly good half year are, I am pleased to say, favourable. I have much pleasure in testifying to the able and efficient service rendered by our staff during the past six months, and no doubt to their zeal and close attention to the interests of the company, the satisfactory results now under consideration are in some measure due. (Applause.) I shall have pleasure in answering any questions before proposing the adoption of the report.

Mr. WICKING—Mr. Chairman, the appreciative remarks you have made in reference to the staff, will, I am sure, not only be appreciated by them but also by every shareholder, as I think they are certainly well deserved. For my part, I am exceedingly gratified the matter has received notice and attention in your special report. (Applause.)

The CHAIRMAN then proposed the adoption of the report and passing of the accounts.

Mr. RITCHIE—Mr. Chairman, I have much pleasure in seconding that. The results of the past half-year, the second best we have ever

had, are indeed gratifying, and the position of the company is so sound and its earning power is such as to encourage the hope that we may have a succession of half-years each establishing a record. Mr. Wicking has taken the words out of my mouth, but I most fully endorse what he has said about the staff. (Applause).

The resolution was carried unanimously.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance; dividend warrants will be issued to-morrow.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following progress report on the work carried on at the Company's Mines at Punjom during the month of July:—

300 feet Level North Drive.—We continued this a further distance of 21 feet, making total length from main cross-cut 86 feet. I then discontinued the driving of this and brought the men back to open up on the quartz passed through previously. At first it only showed a few leaders, but it is now opened out into a defined lode over two feet wide. The mineral from this gives by assay 8 dwts. 23 grs. per ton, but the average sample of the lode only gives by assay 2 dwts. 6 grs. per ton. We have driven on the course of this 16 feet 6 inches.

South Drive.—This is now 109 feet 6 inches from the main cross cut, 52 feet having been driven during the month. The whole length of the drive is in a well-defined body of stone, carrying nice looking mineral, but I regret to say the value is too poor to save for the mill.

East Drive.—This was extended 9 feet 6 inches making extreme length from main cross-cut 109 feet 6 inches, when work was discontinued and the men put to open up on the course of ground south referred to in my last report and after driving a few feet we struck a piece of stone two feet wide. It was not continuous, but split up into leaders, which has continued during the driving. It is a nice course of ground, costing only \$5 per foot for driving, and we have to keep the timber well up to the face. We had no ground like this at the 200 feet on the same course. Distance driven, 47 feet 6 inches.

North off West.—Work here is also suspended for the present and the men put to rise and stope where the gold was found. A sample from this gave by assay 9 dwts. 19 grs. per ton, and it showed quite this by panning, but the gold does not seem to be persistent. We shall follow it up, however, as it may lead to a run of gold. We saved 15 tons from this for the mill (not yet treated). Distance driven, 10 feet. Rising and stoping, 22 feet 6 inches.

Winze, 200 feet Level.—We have made good progress with this, 24 feet having been sunk, making total depth 85 feet. There is no change to notice in the size or value of the lode.

New Find No. 1 Level.—We discontinued driving this in the early part of the month and put the men to sink on the leader referred to in my last report, and we find that it is continuous but bearing very flat. We can trace the foot wall of the leader to the main body; it is quite a separate piece of stone. We have suspended work for the present and the men will prepare timber for shaft sinking.

No. 2 Level.—We have driven 62 ft. 6 inches during the month. We have crossed various small leaders and have just struck a change of ground, apparently a part of the lode. We cannot see sufficient of it at present to advise.

No. 3 Level.—This was extended a further distance of 10 feet and a crosscut commenced to cut through the lode to test its width and value. Distance driven, 4 ft.; the lode shows well at this point but of no value to save for the mill.

Tankong.—We have made good progress on this section during the month, having cleaned and repaired 255 feet of old levels and driven 231 ft. 6 inches of new levels. All the new levels, with the exception of a few feet, have been driven on leaders and the main body. We have not yet got the true bearing of the main chute. A part is bearing north and south and a part east and west. We are preparing to get timber to put a main shaft down on this section. We milled 200 tons of stone won

from the drives value per assay 10 dwts. 14 grs. per ton, and the concentrates give by assay oz. 1. 16. 17.

Outside Prospecting.—We are still devoting our time to this, and we have traced a lot of loose quartz, but have not yet found any defined run of stone.

Clean-up.—Owing to the supply of water falling off and our having no firewood on hand, we had to discontinue milling on the morning of the 29th. The water in the creeks where the firewood is cut is not sufficiently deep to allow the boats to travel. I had ample stock for pumping and winding engines, but was not prepared to keep battery going for such a long time. We were steaming, assisting the wheel, for 21 days.

Milling was carried on for 27 days, crushing 200 tons from Tankong section and 1,800 tons of headings for a yield of 197 ounces of smelted gold.

Berdan pans treated 4 tons of calcined concentrates for a yield of 6 ounces, and 18 tons of old tailings for a yield of 9 ounces.

Cyanide Works have been practically idle the whole of the month. We have discharged three rats treated last month and refilled them; that is all we have been able to do for want of water.

Buildings.—The furnace for drying the slimes is completed.

General.—The usual attention has been given to everything coming under this head. We have extended our firewood roads over 1,000 feet.

Health of camp remains about the same. I think that the slight sickness amongst the native staff is owing to the scarcity of water and the decayed vegetation exposed to the sun in the dam. However, all the European staff are well.

Rainfall.—We have registered on the mine 3½ inches, but except on one occasion the rain fell apparently everywhere except in the watershed of the dam. On the 9th 1½ inches fell and this put sufficient in our dam to continue milling with the wheel only for 6 days.

SHOOTING.

The first match for the Capt. Francis Carbine Challenge Cup between the Field Battery and the A Machine Gun Co. of the Hongkong Volunteer Corps resulted in a win for the Machine Gun Co. team by 27 points. The following are the scores:—

	A MACHINE GUN CO.			Total.
	200 yards.	400 yards.	500 yards.	
Sergt. G. P. Lammert	32	33	29	94
Sergeant Smyth	33	32	27	92
Corporal Skelton	30	30	31	91
Gunner J. G. Smith	28	27	31	86
Captain Sanders	26	28	21	75
Gunner Plummer	28	19	18	65
Gunner Wodehouse	19	24	17	60
Sergeant Crombie	17	20	20	57
Total	213	213	194	620

	FIELD BATTERY.			Total.
	200 yards.	400 yards.	500 yards.	
Gunner Hart	30	26	29	85
Sergeant Hayward	25	29	29	83
Corporal Brown	28	27	28	83
Gunner Gow	24	32	26	82
Sergeant Rutter	24	28	23	75
Bomb. Bamsey	27	26	16	69
Gunner Donaldson	29	22	10	61
Gunner Deas	18	23	14	55
Total	205	213	175	593

WATER POLO.

The King's Own Regiment is not nearly so good at water polo as at football, as witness the severe grueling its representatives have received at the hands of the V.R.C. teams. They are very good swimmers, but good swimming is only one of the qualifications necessary to the production of good exponents of the game. A complete command of the ball is also required and a thorough knowledge of the best methods of defence and attack. These are only gained by continuous practice, which the soldiers do not appear to have had. They have had many disadvantages. Their bath has been

condemned as insanitary, which has deprived them of practice, and the Regiment has been divided up and located in different parts of the colony, making it difficult for the teams to be got together. This has disheartened them and as they see they have no chance in the Shield competition they have withdrawn. On this account it has been decided to close at the present stage, which leaves the V.R.C. No. 1 team the winners and first holders of the trophy. The following table shows the full result of the competition.

V.R.C. No. 1.	V.R.C. No. 2.		K.O. No. 1.	K.O. No. 2.	Goals for.	Pts. agst.
	No. 1.	No. 2.				
V.R.C. No. 1.	—	9-0	4-1	14-0	27	1
" No. 2	—	0-9	0-2	2-1	14	12
King's Own No. 1.	1-4	2-6	—	no match	3	10
" No. 2.	0-14	1-8	—	no match	1	22

It is a pity that the competition was not carried through, but still there could have been no difference in the result for the present winners have been much too good for anything they have met, as the above table shows.

THE HONGKONG CRICKET CLUB.

SEASON 1897-1898.

BATTING AVERAGES.
In Ten Innings and over.

Name.	Innings.	Not out.	Total.	H. S.	Average.
G. D. Campbell	20	5	629	132*	41.9
T. Sercombe Smith	17	1	535	71	37
T. N. Howard	10	0	273	102*	30.4
F. Maitland	14	0	418	100	29.9
Captain Langhorne	15	0	415	121	27.7
Lieut. Gillett, R.N.	12	0	283	55	23.6
H. S. Moberley	14	3	257	56	23.4
P. A. Cox	15	1	325	63	23.2
Surgeon Peard, R.N.	10	1	202	70	22.4
Rev. Vallings	16	1	302	72	20.1
A. S. Anton	13	0	232	64	17.8
Captain Dyson	13	0	223	109	17.2
A. G. Ward	17	2	217	64	14.5
J. F. A. Hastings, R.N.	13	2	142	67	12.9
A. Mackenzie	11	0	83	24	7.5

In Three Innings and over.

Name.	Innings.	Not out.	Total.	H. S.	Average.
M. D. Wood, W.Y.R.	9	1	503	170	62.9
Dr. J. A. Lawson	6	1	234	163	46.9
R. J. Lammert	5	2	113	38	37.7
Lieut. Lethbridge	5	1	179	90	25.6
Surg. Lieut. Col. Johnston	8	1	113	38	22.6
C. W. Gordon	7	0	130	36	18.6
Col. Gordon	5	0	93	46	18.6
Lieut. Egerton, R.N.	5	0	91	31	18.2
Lieut. Barton, R.N.	3	0	53	33	17.6
E. Mast	6	1	86	33*	17.2
Lieut. Dewar	5	0	83	35	16.6
Peile, R.N.	3	0	48	25	16.0
J. R. Gillingham	4	1	43	27	14.3
Lt. Perry Ayscough, R.N.	3	0	41	15	13.7
H. Arthur	7	0	13	9*	13.0
A. Anderson	7	1	73	40	12.1
J. E. Noble	5	1	45	23	11.2
Wall, R.N.	4	0	43	28	10.7
Ryall	5	1	38	17	9.5
Dr. Atkinson	8	1	58	38	9.3
J. Lammert	6	0	52	17	8.7
Rawson	3	0	26	25	8.7
P. G. Davies, R.A.	9	1	66	16	8.2
K. W. Mounsey	4	0	27	12	6.7
E. R. Morris	5	1	26	10	6.5
T. Sheldford, R.N.	8	2	32	12	5.3

* Signifies "not out"

BOWLING AVERAGES.
In Ten Innings and over.

Name.	Overs.	Maidens.	Runs.	Wides.	No Balls.	Wickets.	Average.
Rev. G. Vallings	170	47	471	—	31	15.2	
T. Sercombe Smith	279	53	792	—	1	16.2	
Lieut. Gillett	164.4	50	418	—	20	20.9	
N. Mackenzie	82.3	19	223	—	10	22.3	
J. F. A. Hastings	126	30	333	—	14	23.8	
T. N. Howard	123.4	19	427	—	12	35.6	
P. A. Cox	97.2	18	303	4	8	37.9	

In Three Innings and over.

Name.	Overs.	Maidens.	Runs.	Wides.	No Balls.	Wickets.	Average.
Lieut. Pedwell	36	5	149	—	12	12.4	
Dr. J. A. Lawson	97	23	292	—	22	13.3	
P. G. Davis	75	6	158	—	11	14.3	
Wall, R.N.	87	33	198	—	13	15.2	
E. R. Morris	29	1	144	—	4	16	
G. D. Campbell	57	7	250	—	13	18.2	

SEVERE THUNDERSTORM AT SHANGHAI.

LOSS OF LIFE.

A severe thunderstorm passed over Shanghai on the night of Thursday, 18th August. We take the following items in reference to the storm from the *N. C. Daily News*:—

What was thought to be an earthquake shock was felt on the Bubbling Well Road and throughout the western suburb on Thursday night, but it was without doubt, as we learn from the Sicawei Observatory, the shock of the explosion of two boats loaded with gunpowder which were struck by the lightning at about 1.30 p.m. in the creek near the factory. The shock was felt at Sicawei.

During the progress of the storm the lightning struck one of the electric light wires and the current travelling along burnt out two of the machines at the Station on the Hongkew Creek. The consequence was that the arc lights in the Louza district were extinguished, whilst the incandescent lighting in other districts was interfered with. The damage, however, was only slight and easily repaired and the machines were yesterday running as usual. The storm, notwithstanding the wind which accompanied it, does not appear to have done any material damage either in the Settlement or in the harbour. A few tiles were blown off and a few small craft left their moorings but so far as we can gather without any serious happenings.

The storm was the indirect cause of at least one death, that of an aged Chinese, a confirmed opium smoker, and a sufferer from an affection of the heart. The man lived in the Nanzing Road and when the storm commenced was sitting outside his door. The first flash of lightning so frightened him that he fell back dead.

A correspondent sends us the following:—The Kiangnan Arsenal and Lungwha Pagoda seem to have been about the centre of the storms. Foreigners and natives alike say that they never witnessed such a storm or heard such deafening, terrific peals of thunder here or in any other part of China before. At the loudest peal the two foreigners there who were watching the storm together instinctively clung to one another, one of them feeling as though he were fainting away. They certainly thought they and their house could never come out of the storm safe and sound. Finding themselves all right they made a round of the houses, quite expecting that the lightning must have struck somewhere, but happily their fears were not realised. On Friday morning, however, they found that a boat on the creek near the Pagoda close to where it joins the Huangpu had been struck, and of the eleven people on board six were killed and a man who was on the bank had his head split open.

There was a difference of nineteen degrees between the highest reading of the thermometer in the Settlement on Thursday (97 deg.) and Friday (78 deg.).

REVISED INLAND STEAM NAVIGATION REGULATIONS, 1898.

A.—REGISTRATION.

1.—The inland waters of China are hereby opened to all such steamers, native or foreign, as are specially registered for that trade at the Treaty Ports. They may proceed to and fro at will under the following regulations, but they must confine their trade to the inland waters, and must not proceed to places out of Chinese territory. The expression "Inland Waters" is used with similar meaning to that given for places in the interior (*nei-ti*) in the 4th article of the Chefoo Convention.

2.—Trading steamers, native or foreign, not being vessels of sea-going type, whether plying

only in the waters of a Treaty Port, or going thence inland, are to be registered at the Custom House, and there take out papers, showing respectively the owner's name, residence, name and type of steamer, number of crew, etc., etc., in addition to whatever national papers they are allowed or required by law to carry. Such Customs papers are to be renewed annually, and are to be surrendered on any change of ownership, or when the vessel ceases to ply. The fee for the first issue of Customs papers will be Taels 10, and for each renewal, Taels 2.

3.—Such registered steamers may ply freely within the waters of the port without reporting their movements to the Customs, but if they go inland they must report both departure and return. No unregistered steamer will be allowed to ply inland.

4.—As regards exhibition of lights, prevention of collision, shipping of crews, and inspection of boilers and machinery, etc., all such steamers are to observe the rules in force at the port they belong to. These rules will be published by the Customs and printed on the vessel's Custom papers.

B.—REVENUE.

5.—Dutiable cargo shipped under these regulations at any Treaty Port, on a registered steamer for conveyance to the interior, must be declared at the Custom House and pay on export such duties as the Customs decide to be leviable. Dutiable cargo brought from inland to a Treaty Port is to be in like manner dealt with by the Customs there. As to the duties to be paid by vessels of foreign merchants, they are to be in accordance with the Treaty Tariff.

6.—Cargo landed or shipped inland is to pay at the place of landing or shipment whatever duty or likin local regulations call for. In dealing with the vessels of the foreign merchants a procedure analogous to what the Treaty Tariff calls for is to be followed.

7.—If such steamers have vessels in tow, they must bring to at whatever likin stations the vessels towed are required to stop at for inspection, and for the respective cargoes of both vessels to be dealt with as the local rules prescribe. The rules to be enforced on foreign merchants must be in accordance with Treaty provisions, and as well be published in full by the Customs. Unregistered steamers are not permitted to tow vessels on the Yangtze.

8.—Offences inland, whether against revenue laws or affecting persons or property, are to be dealt with by the local authorities of the district in the same way as if they were committed by their own people; but if the vessel concerned is foreign owned or the Chinese implicated is a Chinese employed on board such foreign owned vessel, the local authorities are to communicate with the nearest Commissioner of Customs, and the Commissioner in turn with the Consul, who may send a deputy to watch the proceedings. If the offender claims the status of a foreigner, he is to be treated in the manner prescribed in the Treaties where foreigners without passports are arrested and sent to the proper Consul through the Commissioner of Customs at the nearest port.

9.—If any such steamer passes any inland station or likin barrier that ought to be stopped at without stopping, or if any of the passengers, crew, etc., create trouble inland, the vessel may be fined or punished according to the station regulations, and the Customs may cancel the vessel's papers and refuse permission for her to trade inland again. In cases where foreign-owned vessels are concerned, the merchant interested may elect to bring the whole case and the question of fine before a Joint Investigation Court to be dealt with according to regulations for cases of fine and confiscation promulgated in the year 1868.

The above rules are for the inauguration of steam traffic, and suffice for the time being; if hereafter it is found that changes are necessary, they can be made from time to time as required.

Note.—These regulations, as will be seen by the last paragraph, are still more or less provisional, and it will be noticed that there is no special provision for the acquisition by foreigners of property in the interior for the purpose of constructing the necessary wharves and godowns. We presume that Articles IX and XII of the Treaty of Tientsin will still govern this matter.—N. C. Daily News.

THE TIENTSIN-CHINKIANG RAILWAY.

Shanghai, 17th August.

The concession for this proposed line, it will be remembered, was originally given to a United States' syndicate, represented by Dr. Yung Wing. Difficulties arose in consequence of the war between the United States and Spain, and the objection of the Germans to allow any one but Germans to construct railways in their preserve, Shantung. We now learn from Peking that the difficulties which were interfering with the conclusion of the contract for the construction of the line have been surmounted. It is to be an Anglo-German undertaking with a capital of about five millions sterling to be provided at four and a-half per cent; and the arrangement now made will enable the railway to be carried by the only practicable route through Shantung. A circuitous route avoiding Shantung, as was at one time proposed, would have been far more expensive and less remunerative.

There is only one route practically possible for the line to take, in the course of which some formidable engineering difficulties will have to be contended with. The line will have to be constructed from Chinkiang to Tsingkiangpu along the bank of the Grand Canal, with water on either side of it. At Tsingkiangpu it will cross the old bed of the Yellow River, and thence follow the course of the great road from Peking to the South, a distance of 490 li. to Ichoufu, which is one of the most important trade centres in the province of Shantung. Between Ichoufu and Taiaifu a range of hills about 800 feet high will have to be crossed and the country hereabouts is mountainous and rocky. Near Taiaifu is Tai Shan, one of the five sacred mountains, which is visited annually by thousands of pilgrims. Still following the great road it will pass about 30 li from Tsinan, the provincial capital, until it crosses the Yellow River, at Chého, across country which during the summer is under water. From the Yellow River to Tschou the country is low-lying and very flat, being especially liable to floods in the rainy season. The remainder of the distance presents no especially difficult features. We shall hear with great pleasure of an actual commencement of work on this railway. It really is a commercial, not a political, line and as such is to be specially welcomed.—N. C. Daily News.

THE RUSSIAN RAILWAY GAUGE IN CHINA.

We can authoritatively state a most important piece of news in connection with the great international struggle for railway concessions in China which will have a grave effect upon future developments in that direction. It has been settled that the gauge of the Peking-Hankow line and of the Shanghai-Kwan-Newchwang extension is to be the Russian standard, namely, 2½ archins.—an archin is 23 inches.—and all future extensions that may join either of the lines mentioned are to be constructed on this gauge. This will certainly apply to Jardine's projected Shanghai-Chinkiang-Nanking line.—China Gazette.

THE YELLOW RIVER AGAIN.

The Daily Chinese Progress publishes a telegram dated 11th instant from its Chining (Shantung) correspondent stating that the region north of the Aushan Mountains has been inundated for hundreds of li by the Yellow River caused by immense breaches made in its banks. Several hundred thousand people are thus plunged into utter distress and want and the high provincial authorities appear to be powerless, owing to want of funds, to relieve the general distress.—N. C. Daily News.

The Danish steamer *Actie* arrived at Shanghai on the 18th August from Hankow, having been in collision on the night of the 12th with a Chinese lorch when near Kiukiang. Only slight damage was done to the lorch, but the starboard side of the *Actie* was considerably damaged, several plates being bulged; one of the life-boats was smashed in the davits and the gangway was carried away.—N. C. Daily News.

HONGKONG.

Telegraphic communication with Iloilo was restored on Thursday.

Telegraphic communication with Manila was restored on 21st August.

There were 1,816 visitors to the City Hall Museum last week, of whom 170 were Europeans.

During the week ended 20th August no cases of communicable disease were reported in the colony.

The P. and O. steamer *Verona* has been chartered by the China and Manila Steamship Co., Limited, and placed on the Manila line.

H. M. S. *Alacrity* went out for a trial trip on Saturday, on the completion of her overhaul, and left for Weihaiwei on Sunday, 21st August.

Messrs. Wm. G. Hale & Co., in their circular dated Saigon, 16th August, say that tightness of money in Hongkong discourages rice shipments thither.

It is notified in the *Gazette* that H. E. the Acting Governor has been pleased to appoint Mr. E. Osborne to be a member of the Sanitary Board, vice Mr. N. J. Ede, resigned.

Two Chinamen were charged at the Magistracy on 23rd Aug. with exporting 1,000 rounds of rifle ammunition, 1,200 rounds of revolver ammunition, and 80 tins of percussion caps without a permit. The case was remitted to the Harbour Office.

A curious slip was made at the meeting of the Dock Company on Monday by the Chairman, who spoke of increasing the capital "one hundred fold," when what he evidently meant was increasing it by one hundred per cent. or, in other words, doubling it.

The German steamer *Donar*, on arrival at Saigon from Hongkong, was placed under arrest, French Customs officers having discovered six hundred taels of contraband opium on board, supposed to have been secreted by Chinese before the vessel left Hongkong.

With reference to the letter signed "Economy" in last week's issue, we understand that all the night soil and dust boats are the property of the several contractors. In the recent gale no night soil boats were damaged, and the damage sustained by the dust boats was due to the owners not removing them sufficiently rapidly. The contractors were warned of the approach of the gale and advised to move their boats.

John Kennedy, Garden Road, was charged at the Magistracy on 23rd August with ill-treating a horse by allowing it to remain in the South Tower at Stonecutters Island without food or water from the 12th to the 20th instant. An Indian constable gave it food and water in the meantime; otherwise it would have died. David Kennedy, defendant's brother, said there was a man over at the Island to look after the horses, and he thought there was plenty of food. A fine of \$25 was imposed.

Some years ago several of the local Insurance Companies, taking advantage of what was then deemed an advantageous rate of exchange, realised a portion of their sterling securities and reinvested the amount locally. They have been regretting the step ever since and we hear that there is a tendency now to follow the example of the Hongkong and Shanghai Bank and invest the whole of the reserves in gold. With this view mortgages are being called in. The friends of silver seem to be gradually wavering in their allegiance.

The writer of "Stray Notes" in the *Kobe Chronicle* says:—This is certainly a year of fires. Not content with an extraordinary number of blazes on shore, we have now witnessed the destruction of a fine ship by fire in the bay, being the third vessel which has been on fire in this port during the last few months. The *May Flint* had to be beached and scuttled, the *Hiroshima-maru* had a great quantity of cargo destroyed, and now the *Baring Brothers*, ready for dispatch with a full cargo, has fallen a prey altogether to what the sensational reporter calls the "devouring element." One of the Fire Insurance Companies has, it appears, taken fright at Kobe altogether, the China Fire Insurance Co., Limited, having issued a notice cancelling all policies now in force. The China Fire has been very unfortunate, having been involved in all the big blazes that have occurred here of late, particularly those in the tea-firing godowns.

The *San Francisco Call* to hand contains an extraordinary story provided by a man named Kilpatrick, who arrived at San Francisco by the *Rio de Janeiro*, headed "How Dewey was guided to Manila." In the most circumstantial manner possible Kilpatrick tells how the *Esmeralda*, with Captain Tayler aboard, came up with the American fleet on April 30th, and piloted it into Manila Bay. As a matter of fact, we believe Captain Tayler was in Hongkong three days before the fleet sailed and for a week afterwards. The whole article is full of mis-statements, but at this time of day it is hardly worth while going into them.

Dr. Thomson, Medical Officer at the Gaol, has examined the body of the European found on the rocks below Bowen road on Saturday, and has reported: "I am of opinion that the cause of death cannot be determined on account of the extent of the decomposition." The face was utterly unrecognisable, all the flesh being off, and there was nothing about the clothing to make identification certain. It is thought, however, that the body is that of a man named Gamble, who came from Shanghai and who was detained in the lunatic asylum for a few days. The ward boy at the asylum has been taken to see the body, and he says the trousers are those worn by Gamble.

In quoting a paragraph which recently appeared in these columns on the relative temperatures of Macao and Hongkong and the assumed inaccuracy of the Macao readings the *Echo Macaense* says that the Harbour Master of Macao, Senhor Falone da Costa e Silva, has recognised the defectiveness of the conditions under which the observations are now made and has proposed to the Government the establishment of a meteorological station on the hill da N. S. da Penha with a separate staff but under the Harbour Master's direction. Our contemporary expresses the hope that no obstacle will be opposed to the realisation of the project.

MISCELLANEOUS.

A London despatch, dated July 20th, to an American paper, states that the British barque *Midas*, Captain Massenger, which sailed from Nagasaki on February 14th for Portland, Or., has been posted at Lloyd's as missing.

Arthur Mildmay Gepp, convicted at Colombo of cheating the Hongkong and Shanghai Bank, has been sentenced to four years' rigorous imprisonment. The prisoner is fifty-four years old and has a wife and two children. After sentence was pronounced he exclaimed, "The end of my life, my Lord."

The following paragraph from the *China Gazette* gives pause for thought:—An interesting sight was witnessed by a foreigner early this morning, when he was awakened by hearing some noise in a Chinese bakery adjoining his residence. Being of a somewhat inquisitive turn of mind, not to mention his annoyance at being awakened at such an hour, he went to see what was the matter, when he witnessed the exhilarating sight of the Chinese spraying the loaves—not with an ordinary spray, but by the simpler method of filling their mouths with water and blowing on the bread—in like manner to the washermen preparatory to ironing—which gives the crust that glossy appearance so much appreciated by some consumers. Here is another chance for a new department in the Municipality—an Inspector of Bakeries. We wonder whether a similar manner of spraying loaves is practised in any of the foreign-owned bakeries without the knowledge of the owners?

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.			
	1898-99	1897-98	
	lbs.	lbs.	
Hankow and Shanghai...	8,882,526	9,599,945	
Foochow	3,391,808	3,155,884	
Amoy	126,230	250,408	
Canton	2,253,620	2,510,129	
	14,654,184	15,517,366	

EXPORT OF TEA FROM CHINA TO ODESSA			
	1898-99	1897-98	
	lbs.	lbs.	
Shanghai and Hankow...	21,776,036	19,333,134	

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai	4,569,095	4,419,422
Amoy	4,061,638	6,832,018
Foochow	1,747,669	3,701,468
	10,378,402	14,952,908

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Yokohama	15,101,310	15,913,528
Kobe	6,923,619	9,682,782
	22,024,929	25,596,310

SILK.

SHANGHAI, 20th August.—(From Messrs. A. R. Burkill & Sons' Circular).—The latest London wires report a quiet market, and Blue Elephant's at 10/0. The Lyons quotation for Good Killing is Fes. 27. Raw Silk.—We have had an extremely quiet week, and settlements are on a very small scale; Exchange has been unchanged all through the week, and there is no doubt that dealers would have made a small concession on Tael rates to do business, but there has been no demand. Arrivals, as per Customs Returns, 13th August to 19th August, are: 2,262 bales White, 302 bales Yellow, and 74 bales Wild Silks. Re-reels and Filatures.—Nothing doing. The Export of Steam Filatures to date is: 580 bales to the Continent, 374 bales to America, and 36 bales to England. Wild Silks.—Very little doing. Waste Silks. The following transactions have taken place during the interval:—

	at Tls.	at Stg.
125 Curles, No. 1	54	
100 Curles, Hankow Frisounots (whole bales)	22	
Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/8½; Freight Tls. 7.80 per bale.		
	Tls.	Stg.
	per pcl.	per lb.
Tsailces.—Mountain 2	506½	11.8
" Bird Yungling	482½	11.2
" Bird Seeling	470	10.10½
" Silver Double Elephant	462½	10.8½
" Gold Killing	457½	10.7½
Tsailces.—Chay Killing	437½	10.1½
Taysaams.—White Kaling Gold Lion 1	427½	9.11
" Green Kaling M.	457½	10.7
Yellow Silk.—Mienchow No. 1	357½	8.4½
" Meeyang No. 1	357½	8.4½

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99	1897-98
	bales.	bales.
Shanghai	18,642	16,192
Canton	6,251	6,459
Yokohama	1,753	415
	26,686	23,066

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99	1897-98
	bales.	bales.
Shanghai	771	1,436
Canton	2,375	3,110
Yokohama	1,039	386
	4,185	4,932

CAMPHOR.

HONGKONG, 26th August.—The market continues firm and active. Quotations for Formosa are \$43.75 to \$44.00. Sales, 150 piculs.

SUGAR.

HONGKONG, 26th August.—The advance last noted has not been maintained and prices are now weaker. Quotations are:—

Shekloong, No. 1, White...	\$7.42 to 7.45	per pcl.
do. " 2, White...	7.27 to 7.30	"
Shekloong, No. 1, Brown...	4.87 to 4.90	"
do. " 2, Brown...	4.75 to 4.79	"
Swatow, No. 1, White...	7.29 to 7.32	"
do. " 2, White...	7.16 to 7.20	"
Swatow, No. 1, Brown...	4.78 to 4.82	"
do. " 2, Brown...	4.67 to 4.70	"
Foochow Sugar Candy	11.22 to 11.25	"
Shekloong	10.85 to 10.90	"

MISCELLANEOUS EXPORTS.

Per steamer *Tantalus*, sailed on the 2nd August. For London:—125 bales hemp, 100 bales split bamboo, 51 cases Chinaware, 60 cases aniseed oil, 178 cases shells, 50 cases bristles, 1 cases silks, 9 cases curios, 2 cases palm leaf fans, 3 cases gongs, 10 cases paper sundries, 10 cases blackwoodware, 12 packages sundries, 10

packages effects, 124 ½-chests tea, and 70 cases bulbs, from Amoy. For London and/or Manchester:—150 bales waste silk. For London and/or Hamburg and/or Antwerp:—20 cases bristles. For Liverpool:—789 bales hemp, and 1 case curios. For Glasgow:—2 cases blackwoodware, and 1 case silverware. For Hamburg and/or Antwerp:—20 cases bristles.

Per steamer *Glengyle*, sailed on the 5th August. For San Francisco:—1,495 packages tea, and 4 cases silk goods. For La Libertad:—2 cases silk goods. For La Union:—3 cases silk goods. For Acapulco:—2 cases silk goods. For Punta Arenas:—3 cases silk goods. For Guayaguil:—3 cases silk goods. For New York:—200 bales raw silk.

Per steamer *Maria Valerie*, sailed on the 11th August. For Trieste:—2,675 cases cassia lignea, 300 bales broken cassia, 95 bales canes, 10 cases essential oil, 2 bales hides, 95 bales rattan, 51 bales waste silk, 25 boxes stannised, 11 cases tea, and 7 cases Chinaink. For Venice:—25 cases cassia lignea. For Fiume:—1,001 cases tea. For Odessa:—650 cases cassia lignea, 100 bales galangal, and 1 case tea. For Braila:—200 cases tea.

Per steamer *Melbourne*, sailed on the 14th August. For France:—775 bales raw silk, 4 cases silks, 9 cases pumjum silk, 70 cases cassia, 40 rolls matting, 258 packages tea, and 125 bales waste silk. For Milan:—50 bales raw silk. For London:—82 bales raw silk.

OPIUM.

HONGKONG, 26th August.—Bengal—There has been an improvement in prices during the interval owing to the continued demand and prices close at \$745 for New Patna and \$726½ for New Benares.

Malwa.—Prices for this drug have undergone a considerable advance owing to smallness of stocks and a brisk demand. The following are current rates:—

New (this yr's.) \$750 without allowance.
Old (3/4 yrs.) \$810 with all'nce. to 2½ cts.
" (5/7 ") \$870 " " to 3½ " " " " " " " " to 2½ " " " (9/9 ") \$970 " " to 2½ " " "

Persian.—There has been very little doing in this drug and prices are unchanged. Quotations close at \$550 to \$630 for Oily, and at \$650 to \$760 for Paper-wrapped according to quality.

To-day's stocks are estimated as under:—

New Patna	1,109 chests
Old Patna	235 "
New Benares	379 "
Old Benares	670 "
Malwa	180 "
Persian	250 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Aug. 20	740	—	717½	—	750	—
Aug. 21	740	—	717½	—	750	—
Aug. 22	742½	—	717½	730	750	—
Aug. 23	745	—	722½	—	750	—
Aug. 24	745	—	725	—	750	—
Aug. 25	746½	—	726½	—	750	—
Aug. 26	745	—	726½	—	750	—

RICE.

HONGKONG, 26th August.—The market still has a downward tendency. Quotations are:—

Saigon, Ordinary	\$2.85 to 2.90
" Round, good quality	3.10 to 3.14
" Long	3.40 to 3.43
Siam, Field, mill cleaned, No. 2	2.90 to 2.93
" Garden, " No. 1	3.56 to 3.60
" White	4.30 to 4.35
" Fine Cargo	4.75 to 4.80

MISCELLANEOUS IMPORTS.

HONGKONG, 26th August.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—1,300 bales No. 10 at \$73 to \$39, 500 bales No. 12 at \$75.50 to \$84, 200 bales No. 16 at \$85.50 to \$91, 400 bales No. 20 at \$91 to \$94. Bengal Cotton.—300 bales at \$17.25. Grey Shirtings.—600 pieces 8½ lbs. Blue Seal at \$2.97½, 500 pieces 12 lbs. H. and Elower at \$4.15, 1,500 pieces 10 lbs. Blue Triangle at \$3.85, 500 pieces 10 lbs. Stag Chop at \$4. White Shirtings.—250 pieces F. B. 1 at \$5.37½. T-Cloths.—1,500 pieces 7 lbs.

Mex. Red Stag at \$2.35, 1,500 pieces 7 lbs. Mex. B. Dragon B. B. at \$2.35. *Victoria Lawns*.—2,000 pieces Violet Stag at \$0.68. *Long Ells*.—200 pieces 11 lbs. scarlet at \$8.20. *Drills*.—25 pieces 16 lbs. Large Eagle at \$5.40.

METALS.—Tin.—100 slabs Foongchai at \$45, 100 slabs Foongchai at \$44.50, 100 slabs Siam at \$45, 100 slabs Foongchai at \$45. *Tinplates*.—1,000 boxes at \$6.15. *Lead*.—840 piculs Australia at \$8.52½ arrive. *Yellow Metals*.—60 cases Vivian 18/32 oz. at \$31.35, 15 cases New Brand 2/44 at \$32.50.

COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s.....	68.00 to 98.00
English—Nos. 16 to 24.....	105.00 to 111.00
" 22 to 24.....	106.00 to 112.00
" 28 to 32.....	120.00 to 124.00
" 38 to 42.....	130.00 to 135.00

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.....	1.75 to 1.85
7lbs.....	2.00 to 2.07
8.4 lbs.....	2.50 to 3.20
9 to 10 lbs.....	3.40 to 4.15½
White Shirtings—54 to 56 rd.....	2.30 to 2.50
58 to 60 ..	2.75 to 3.45
64 to 66 ..	3.55 to 4.40
Fine	4.35 to 7.15
Book-folds.....	3.80 to 5.70
Victoria Lawns—12 yards ..	0.65 to 1.30
T-Cloths—6lbs. (32 in.), Ord'y.....	1.55 to 1.75
7lbs. (32 ..), ..	1.90 to 2.15
6lbs. (32 ..), Mexs.....	1.70 to 1.85
7lbs. (32 ..), ..	2.10 to 2.80
8 to 8.4 oz., (36 in.).....	2.40 to 3.25
Drills, English—40 yds. 13½ to 14lbs.....	3.75 to 5.15

FANCY COTTONS

Turkey Red Shirtings—1½ to 8lbs.....	1.60 to 5.00
Brocades—Dyed	3.00 to 5.00
	per yard
Damasks.....	0.12 to 0.16
Chintzes—Assorted	3.08 to 0.14
Velvets—Black, 22 in.....	0.20 to 0.45
Velveteens—18 in.....	0.17½ to 0.18

WOOLLENS

Handkerchiefs—Imitation Silk.....	0.45 to 0.90
	per yard
Spanish Stripes—Sundry chops.....	0.57½ to 1.40
German	1.15 to 1.50
Habit, Med., and Broad Cloths.....	1.25 to 5.25
	per piece
Long Ells—Scarlet	6.50 to 10.00
Assorted	6.60 to 10.00
Camlets—Assorted	12.50 to 32.00
Lastings—30 yds., 31 inches, Assorted.....	10.00 to 21.00
Orleans—Plain	7.00 to 8.50
	per pair
Blankets—8 to 12lbs.....	3.50 to 14.00

METALS

	per picul
Iron—Nail Rod	3.80 to —
Square, Flat Round Bar ..	3.95 to —
Swedish Bar	5.50 to —
Small Round Rod	4.25 to —
Hoop 4 to 11½ in.....	5.25 to —
Wire 15/25	8.50 to —
Old Wire Rope	1.50 to 2.50
Lead, L. B. and Hole Chop ..	8.50 to —
Australian.....	8.50 to —
Yellow Metal—Muntz, 14/20 oz.....	32.00 to —
Vivian's, 14/20 oz.....	31.00 to —
Elliot's, 14/20 oz.....	30.25 to —
Composition Nails	46.00 to —
Japan Copper, Slabs.....	32.00 to —
Tiles	30.75 to —
Tin	— to —
	per box
Tin-Plates	5.90 to —
	per cwt. case
Steel ½ to 1	5.25 to —

SUNDRIES

	per picul
Quicksilver	140.00 to —
	per box
Window Glass	4.50 to —
	per 10-gal. cases
Kerosene Oil	1.87 to —

SHANGHAI, 20th August.—(From Messrs. Noel Murray & Co.'s Piece Goods Trade Report).—There is very little of interest to report, demand for current requirements having evidently come to a standstill, while business done for arrival has been small. After the close of last mail there was some enquiry for English Shirtings, but it soon died away, and the latter part of the week has been an absolute featureless one. Clearances of English goods have suffered from the general

inactivity, the only redeeming feature in this direction being the manner in which dealers continue to pay for American makes, especially Sheetings. It is difficult to assign any particular reason for this intense dullness in the Import trade, as it is pretty well-known that the Tientsin dealers have orders in hand, but being of a discretionary nature, the Chinaman, as usual, has decided to play his successful game of waiting. Again it is wonderful how events tend to assist him in his tactics and in this instance (we give it for what it is worth) tightness of money is coming to his rescue, as from some quarters we are told that some holders are showing signs of being easier to deal with. Stocks in the interior cannot be excessive, while the exports from England are reasonable, last fortnight's export being fourteen million yards, and although exceptionally dull at the moment one cannot say that the market is in anything like a hopeless state.

METALS, 22nd August.—(From Messrs. Alex Bielfeld & Co.'s Report).—There has been one failure, and two or three small native firms are reported to be very shaky. Of actual business there has been nothing to report. The principal subject of discussion in Iron circles has been with reference to the refusal of native buyers to take up cargo on arrival. Here we must say that in many cases at least they have every justification for this refusal. Home people seem to think that anything will be taken delivery of out here, with the consequence that several cargoes examined during the week have run from 40 to 50 per cent below the specifications. Home dealers should remember that not only does this cause loss to their correspondents here, and bad feeling on the part of Chinese, but it also blocks the way of the other legitimate lines, which in many cases thus become overstocked.

JOINT STOCK SHARES.**HONGKONG, 26th August.**

BANKS.—Hongkong and Shanghai have changed hands in small lots at 203 per cent. prem. for cash and settlements, market closing quiet at that rate. Nationals have found buyers at \$17.

MARINE INSURANCES.—China Traders and Unions have been on offer during the week at quotations without sales. Cantons have been enquired for and have been placed in a small way at \$130. Straits and the Northern Insurances continue neglected and without business.

FIRE INSURANCES.—Both Hongkongs and Chinas remain on offer at quotations without any business to report.

SHIPPING.—Hongkong, Canton and Macao have ruled quiet with sellers and but very few sales at \$25. Indo-Chinas are in the market at \$55½ without inducing buyers to come forward. Douglasses have changed hands at \$58. China Manilas continue out of the market with no buyers at quotations. China Mutuels without change or business.

REFINERIES.—China Sugars have been dealt in at \$161 and \$160 cash and at \$168 for December 31st, cum dividend, market closing quiet at \$155 ex div. Luzons unchanged and without business.

MINING.—Punjoms have ruled steady at \$5.25 to \$5.35 with a small business. Charbonnages continue out of the market. Jelebus have changed hands at quotation, also Ranbs, both in small lots. Balmoral preferences have been enquired for at 22½ cents, but few shares have changed hands and they are now wanted at 25 cents. Olivers have been negotiated in fair lots at \$6 and \$3.40.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have ruled steady with small sales for cash at 259 per cent. premium cum and 243 per cent. premium ex div., closing quiet at 243 per cent. premium; on time sales are reported at 270 cum div. for December and at 265 for October. Kowloon Wharves have been in some demand and a few shares have found buyers at \$58½ and \$59 for cash. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands remain neglected at \$67. Hotels have been and are on offer at \$53 without finding buyers. West Points and Humphreys Estates continue neglected at quotations.

COTTON MILLS.—With no local business, the Shanghai quotations are given. Hongkong Cottons could probably be placed at quotation i.e. \$45.

MISCELLANEOUS.—Green Islands continue out of the market. Watsons have changed hands at \$11.85, Star Ferries at \$8.25 and \$8.30, China Providents at \$9½, and Fenwicks at \$30.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks —		[\$378.75, sellers]
Hongkong & S'hai...	\$125	203 % prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares	£8	\$17
Founders Shares...	£1	\$17, sales & sellers
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Prov. L. & M...	\$10	\$9½, sales & sellers
China Sugar	\$100	\$15½, ex div. slrs.
Cotton Mills —		
Ewo.....	Tls. 100	Tls. 90
Hongkong	\$70	\$45, buyers
International	Tls. 106	Tls. 9½
Laou Kung Mow ..	Tls. 100	Tls. 87½
Soychce	Tls. 500	Tls. 475
Yahloong	Tls. 100	Tls. 52½
Dairy Farm Co.	\$8	\$5½
Fenwick & Co., Geo. ...	\$25	\$30, sellers
Green Island Cement..	\$10	\$28, sellers
Do. New Issue	\$5	\$17, sellers
H. & China Bakery ..	\$50	\$33
Hongkong & C. Gas ...	£10	\$125
Hongkong Electric ..	\$10	\$8½, sales
H. H. L. Tramways ...	\$100	\$110, buyers
Hongkong Hotel	\$50	\$53, sellers
Hongkong Ice	\$25	\$108, sellers
H. & K. Wharf & G...	\$50	\$58½, buyers
Hongkong Rope.....	\$50	\$162, buyers
H. & W. Dock	\$125	243 p. ct. prem.=
Insurances —		[\$48.75, ex div. s.]
Canton.....	\$50	\$130, sales & sellers
China Fire	\$20	\$95, sellers
China Traders'	\$25	\$63, buyers
Hongkong Fire	\$50	\$33½, sellers
North-China	\$25	Tls. 180
Straits	\$20	\$9, sellers
Union	\$50	\$215, sellers
Yangtze	\$60	\$129
Land and Building —		
H. Land Investment...	\$50	\$67, sellers
Humphreys Estate...	\$10	\$25½, sellers
Kowloon Land & B.	\$30	\$17½, sellers
West Point Building	\$40	\$18, sellers
Luzon Sugar	\$100	\$40, buyers
Mining —		
Charbonnages	Fce. 500	\$10½, sellers
Great E. & C'donian	\$5	\$1.10, sal. & buyers
Do. Do.	\$3½	\$2.60, sal. & buyers
Jelebu	\$5	\$1.75, sellers
New Balmoral	\$1	nominal
Do. Preference ..	\$1	25 cts., buyers
Oliver's Mines, A. ...	\$5	\$6, sellers
Do. B.	\$2½	\$3.40, sales
Punjoni	\$5	\$1, sales & buyers
Do. Preference...	\$1	\$1.50, sal. & sellers
Ranbs	14s. 10d.	\$36, sales
New Amoy Dock	\$6½	\$14
Steamship Coy. —		
China and Manila...	\$50	\$80, sellers
China Mutual Ord...	£10	£9 10s., buyers
Do. Preference ..	£10	£5 10s.
Do. Do.	£5	£3
Douglas S. S. Co. ...	\$50	\$58, sales & sellers
H. Canton and M...	\$15	\$25, sellers
Indo-China S. N.....	£10	\$55, sellers
Star Ferry	\$7½	\$8.50, sal. & buyers
Tebrau Planting Co. ...	\$5	\$5, sellers
Do.	\$2	\$3, sellers
United Asbestos	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Wareh'se Co.	\$37½	\$41
Watson & Co., A. S...	\$10	\$11.85, buyers

J. V. Y. VERNON, broker.

SHANGHAI, 22nd August.—(From Messrs. J. P. Bisset & Co.'s Report).—The market has been a little more active this week, but there is no improvement in rates to record. Banks.—Hongkong and Shanghai Banking Corporation. The only business was a sale for the 30th September at 208 per cent. premium. There are buyers on the same terms, while sellers ask 210 per cent. premium for delivery on that date. Marine Insurance.—Some Union Insurance shares were placed at \$220. There are buyers of North China shares at present quotations. Yangtzes are weak, with sellers at \$130. A lower offer would probably be accepted. Fire Insurance.—Hongkongs are offering at \$330, both locally and in Hongkong. Shipping.—Indo-China S. N. shares have changed hands for the 31st current at Tls. 41.60 to Tls. 40.50. Sugar Companies.—

Perak Sugar Cultivation shares have been placed at Tls. 38 to Tls. 39. Docks, Wharves & Godowns.—S. C. Farnham & Co. shares were sold at Tls. 170, and are offering. Shanghai Engineering Dock shares, after selling at Tls. 83, were parted with at Tls. 80 both for cash and for the end of August. Shanghai and Hongkew Wharf shares were sold, and are wanted, at Tls. 115, ex the interim dividend of Tls. 3 paid on the 16th. Lands.—Shanghai Land Investment shares were placed at Tls. 83.50 and Tls. 84, and the market closes firm. Industrial.—International Cotton Mill shares were sold, and are offering, at Tls. 90 for delivery on the 31st current, and Lion-kung-mow shares at Tls. 87.50 cash. American Cigarette shares declined to Tls. 80, at which business was done for the 31st. Yeh-long shares are wanted at Tls. 52.50. Miscellaneous.—Shanghai Waterworks shares are offering. Shanghai-Sumatra Tobacco shares changed hands at Tls. 74 to Tls. 72 cash. Shanghai-Langkai Tobacco shares were sold at Tls. 150 for cash and for delivery on the 31st current, at Tls. 160 for the 31st October, and Tls. 175 for the 31st December. Hall & Haltz shares were the medium of business at Tls. 38.50. Loans.—Chinese Imperial Loan Bonds, issue E, were placed at Tls. 250, a full price. Perak Sugar Cultivation 7 per cent. Debentures were sold at Tls. 95, and Shanghai-Sumatra 8 per cent. Debentures at par.

EXCHANGE.

FRIDAY, 26th August.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	2.43
Credits, at 4 months' sight	2.47
ON GERMANY.—	
On demand	1.96½
ON NEW YORK.—	
Bank Bills, on demand	46½
Credits, 60 days' sight	47½
ON BOMBAY.—	
Telegraphic Transfer	145½
Bank, on demand	146
ON CALCUTTA.—	
Telegraphic Transfer	145½
Bank, on demand	146
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	54 % pm.
ON MANILA.—	
On demand	nom.
ON SINGAPORE.—	
On demand	3 % pm.
SOVEREIGNS Bank's Buying Rate	10.20
GOLD LEAF, 100 fine, per tael	54.00

TONNAGE.

—SHANGHAI, 22nd August (from Messrs. Wheelock & Co.'s report).—The same dull state of business which has characterized the past few months has continued since our last issue, as regards homeward freights and matters seem to grow worse instead of showing any signs of improvements. The native teamen have apparently to face a big loss on their purchases from the growers, and, until they thoroughly realize this, no improvement can take place in exports of tea. In general cargo a dribbling business still continues, constituting the principal support to loading steamers. For New York via Suez.—The *Sikh* has made a somewhat longer stay than she originally intended, the scarcity of cargo accounting entirely for the delay. Business seems to go from bad to worse in this direction, some 1,000 tons being the result of this vessel's two weeks' loading, while the *Indrapura* in one week only managed to secure about 500 tons, both at the paltry rate of 25s. The next to load will be the *Lir*, due in a day or two, for which 30s is asked. The *Muduff* is now circulated in Japan at 30s, but unless she can obtain this rate for all her engagements elsewhere, it is more than likely that she will be withdrawn from the berth. For New York via Cape.—We have nothing definite to report as regards the chartering of another vessel for this direction, but we shortly expect to be able to announce that one has been fixed, though high rates are still asked by owners. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore via London, by Confer-

ence Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 35s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York via Pacific, 14 gold cents per lb. tea, 6 cents per lb. silk, \$10 per ton st. awbrail. New York via Suez, 3s. general cargo, 10s. extra for Turmeric, 30s. for tea. Boston, 37s. 6d. general cargo, 10s. extra for Turmeric, 40s. for tea. Philadelphia, 37s. 6d. general cargo, 10s. extra for Turmeric, 40s. for tea. Coast rates.—Mojito to Shanghai \$1.40 per ton coal, nominal; Nagasaki to Shanghai \$1.40 per ton coal, nominal; Newchwang to Kobe little doing; Newchwang to Swatow little doing; Newchwang to Canton little doing; Wuhu to Canton closed.

VESSELS ON THE BERTH.

For LONDON.—*Patroclus* (str.), *Prometheus* (str.), *Arabia* (str.), *Borneo* (str.), *Arcadia* (str.), *Tosa Maru* (str.), *Socotra* (str.), *Chusan* (str.), *Hitachi Maru* (str.).
For BREMEN.—*Preussen* (str.).
For MARSEILLE.—*Tosa Maru* (str.), *Hitachi Maru* (str.), *Ernest Simons* (str.).
For SAN FRANCISCO.—*Gaelic* (str.), *Aztec* (str.).
For VANCOUVER.—*Empress of India* (str.).
For VICTORIA, B. C.—*Mogul* (str.), *Tacoma* (str.).
For TACOMA.—*Tacoma* (str.).
For NEW YORK.—*Liv* (str.), *Indrapura* (str.), *Sikh* (str.), *Prince Arthur*, *Crown of Germany*, *Emily F. Whitney*, *Muskoka*.
For HAVRE AND HAMBURG.—*Sarnia* (str.), *Sueria* (str.), *Silesia* (str.).
For AUSTRALIA.—*Airlie* (str.).
For SEATTLE.—*Yamaguchi Maru* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

August—
ARRIVALS.
19, Szechuen, British str., from Chefoo.
20, Daphne, German str., from Moji.
20, Fushun, Chinese str., from Shanghai.
20, Hailong, British str., from Swatow.
20, Phoenix, Norwegian str., from Moji.
20, Josephus, Amr. ship, from New York.
20, China, Amr. des. ves., from Manila.
21, Chiyoda Maru, Jap. str., from K'notzu.
21, Decima, German str., from Saigon.
21, Else, German str., from Bangkok.
21, Silesia, German str., from Hamburg.
21, Wingsang, British str., from Shanghai.
21, Sultan, British str., from Canton.
21, Amara, British str., from Hongay.
21, Bred, Norwegian str., from Moji.
22, Verona, British str., from Bombay.
22, Catherine Apcar, Brit. str., from Calcutta.
22, Loongmoon, German str., from Shanghai.
22, Pechili, British str., from Shanghai.
22, Tamba Maru, Jap. str., from Southampton.
22, Preussen, German str., from Bremen.
22, Hupeh, British str., from Java.
23, Ariake Maru, Jap. str., from K'chinotzu.
23, Empress of India, Brit. str., from Vancouver.
23, Chingtu, British str., from Japan.
23, Omi Maru, Japanese str., from Nagasaki.
23, Marie Jbsen, German str., from Mororan.
23, Bygdo, Norw. str., from Philippines.
23, Ariel, Norwegian str., from Canton.
23, Clara, German str., from Cebu.
23, Fausang, British str., from Sourabaya.
23, Juan, German str., from Rotterdam.
23, Glenearu, British str., from Moji.
23, Pakshau, British str., from Vladivostock.
23, Rio, German str., from Saigon.
23, Trinidad, German str., from Manila.
23, Mathilde, German str., from Haiphong.
24, Wingsang, British str., from Canton.
24, Kaifong, British str., from Canton.
24, Ask, Danish str., from Pakhoi.
24, Choysang, British str., from Shanghai.
24, Haimun, British str., from Tamsu.
24, Orus, British str., from Manila.

24, Phra Nang, British str., from Bangkok.
24, Terrier, Norwegian str., from Mororan.
24, Fushun, Chinese str., from Canton.
25, Gaelic, British str., from San Francisco.
25, Hanoi, French str., from Haiphong.
25, Devawongse, British str., from Bangkok.
25, Iphigenia, British cruiser, from Manila.
25, Kachidate Maru, Jap. str., from K'notzu.
25, Arabia, German str., from Foochow.
25, Chiyuen, Chinese str., from Shanghai.
25, Cowrie, British str., from Batoum.
25, Tokio Maru, Jap. str., from Melbourne.
25, Progress, German str., from Newchwang.
25, St. Jerome, British str., from Rotterdam.
25, Loongmoon, German str., from Canton.
25, Szechuen, British str., from Canton.
25, Marora, British str., from Hamburg.
25, Loosok, British str., from Bangkok.
26, Ernest Simons, Fr. str., from Shanghai.
26, Thales, British str., from Coast Ports.
26, Machew, British str., from Bangkok.
20, Kaifong, British str., for Canton.
20, Natuna, British str., for Bangkok.
20, Hailan, French str., for Pakhoi.
20, Petrarch, German str., for Singapore.
20, Parramatta, British str., for Europe, &c.
20, Kistna, British ship, for Manila.
20, Sutlej, British str., for Shanghai.
20, Bellerophon, British str., for Amoy.
20, Hongkong, French str., for Hoihow.
20, Japan, British str., for London.
20, Kashing, British str., for Hongay.
20, Kong Beng, British str., for Swatow.
20, Kweiyang, British str., for Swatow.
20, Sungkiang, British str., for Manila.
20, Wosang, British str., for Swatow.
21, Airlie, British str., for Kobe.
21, Centaur, British str., for Penang.
21, Chowtai, British str., for Bangkok.
21, Haitan, British str., for Swatow.
21, Manila, British str., for Shanghai.
21, Rosetta, British str., for Yokohama.
21, Taiwan, British str., for Yokohama.
21, Fushun, Chinese str., for Canton.
21, Alacrity, British des. ves., for Weihaiwei.
21, China, U.S. des. ves., for Manila.

August—

DEPARTURES.

22, Rinsei Maru, Japanese str., for Amoy.
22, Loongmoon, German str., for Canton.
22, Wingsang, British str., for Canton.
22, Hawthorn Bank, British bk., for S. F. cisco.
23, Dean, British str., for Bangkok.
23, Mongkut, British str., for Manila.
23, Peacock, British g-bt, for Manila.
23, Hailong, British str., for Swatow.
23, Fort Stuart, British ship, for Manila.
23, Hermione, British cruiser, for Manila.
23, Kutsang, British str., for Calcutta.
23, Sultan, Norwegian str., for Hongay.
24, Chusan, German str., for Sourabaya.
24, Ariel, Norw. str., for Tientsin.
24, Columbia, British str., for Tacoma.
24, Dante, German str., for Saigon.
24, Hohenzollern, German str., for Japan.
24, Preussen, German str., for Shanghai.
24, Peshawur, British str., for London.
24, Taisang, British str., for Manila.
24, Tamba Maru, Jap. str., for Kobe.
24, Choysang, British str., for Canton.
25, Chingtu, British str., for Australia.
25, Silesia, German str., for Yokohama.
25, Benlarig, British str., for Nagasaki.
25, Fushun, Chinese str., for Shanghai.
25, Haimun, British str., for Swatow.
25, Juan, German str., for Kiuchow.
25, Kaifong, British str., for Shanghai.
25, Phoenix, German str., for Saigon.
25, Trinidad, German str., for Kiuchow.
25, Tritos, German str., for Saigon.
25, Wingsang, British str., for Shanghai.
26, Ariake Maru, Jap. str., for Kutchinotzu.
26, Ask, Danish str., for Hoihow.
26, Chiyoda Maru, Japanese str., for Kobe.
26, Chiyuen, Chinese str., for Canton.
26, Cowrie, British str., for Nagasaki.
26, Else, German str., for Bangkok.
26, Independent, German str., for Cebu.
26, Konoura Maru, Jap. str., for Yokohama.
26, Nanyang, German str., for Manila.
26, Omi Maru, Jap. str., for Australia.
26, Oxus, British str., for Manila.
26, Pechili, British str., for Iloilo.
26, Progress, German str., for Canton.
26, Tamsui Maru, Japanese str., for Kobe.